

79 00697

# General Plan

INSTITUTE OF GOVERNMENTAL  
STUDIES LIBRARY

FEB 22 1978

UNIVERSITY OF CALIFORNIA

**City  
Of  
Roseville**

**General Plan      City Of Roseville**



17 00697

CITY OF ROSEVILLE


GENERAL PLAN

ROSEVILLE, CALIFORNIA

*Roseville -- City planning*  
*City planning -- California*

JUNE 1977





Digitized by the Internet Archive  
in 2025 with funding from  
State of California and California State Library

<https://archive.org/details/C123310617>

RESOLUTION OF THE COUNCIL OF THE CITY OF ROSEVILLE  
ADOPTING THE ROSEVILLE GENERAL PLAN AND REPEALING  
FORMER GENERAL PLANS AND PLAN ELEMENTS

WHEREAS, the Planning Commission has held numerous public hearings at which the Technical Addendum, Environmental Impact Report and proposed Roseville General Plan were considered; and

WHEREAS, the City Council has conducted public hearings on the same on May 25, 1977, June 1, 1977 and June 8, 1977;

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Roseville as follows:

1. The Environmental Impact Report, dispersed by Element Groupings in the Technical Addendum to the Roseville General Plan in order to identify the impacts of each proposed element by type and magnitude, along with alternatives and mitigation measures, is complete and adequate. The adverse impacts are mitigated from significance and overridden by the essential need to plan for the future of the City in providing community circulation, form, resources and safety, and to maintain the health, safety and welfare of Roseville's residents. Furthermore, all projects affected by the General Plan will be subject to environmental review at the time of their proposal.
2. The following elements of the Roseville General Plan, in four element groups with policies and action plans, are hereby adopted, as last presented to the Council on June 8, 1977:
  - a. Community Circulation Elements: Circulation, Scenic Highways, Transit and Transportation.
  - b. Community Form Elements: Land Use and Housing.
  - c. Community Resource Elements: Open Space and Conservation.
  - d. Community Safety Elements: Noise, Seismic Safety and General Safety.
3. The following former plans and plan elements are hereby repealed, with the exceptions noted below:

Res. 63-65 (1963 Master Plan); Res. 65-62 (1965 Master Plan); Res. 67-79\* (East Roseville Element); Res. 67-85\* (Northwest Roseville Element); Res. 67-87 (Public Building Plan); Res. 67-98\* (Roseville Center Plan); Res. 68-21 (Park, Streambed and Recreation Element); Res. 69-66\* (North Central Roseville Plan); Res. 72-75 (Interim Open Space Plan); Res. 73-56 (Open-Space and Conservation Element); Res. 74-68\* (Northwest District Plan); Res. 75-52\* (Open Space, Land Use); Res. 76-28\* (Land Use); Res. 76-105\* (North Central District); Res. 77-5\* (Scenic Corridor); Res. 77-7\* (Land Use); Res. 77-15\* (Land Use); and Res. 77-22\* (Land Use).

Excepted from this repeal are the maps attached to the Resolutions that are marked with an asterisk. Such maps shall continue to constitute the specific area plans and the official land use map of the City of Roseville until the Council adopts a new land use map.

4. The Planning Director is hereby instructed to cause the printing and binding of the Roseville General Plan and to file a copy thereof with the City Clerk.

SIGNED AND APPROVED this 15th day of June, 1977, by the following

vote on roll call:

AYES COUNCILMEN: Gilbert A. Duran, Owen R. Waltrip, Jr., Kenneth F. Royer,  
Richard Roccucci, George A. Buljan

NOES COUNCILMEN: None

ABSENT COUNCILMEN: None

ATTEST:

Pauline Buckman  
CITY CLERK

George A. Buljan  
MAYOR



79 00697

INSTITUTE OF GOVERNMENTAL  
STUDIES LIBRARY

SEP 30 2024

UNIVERSITY OF CALIFORNIA

CREDITS FOR THE GENERAL PLAN

CITY COUNCIL:

George A. Buljan, Mayor  
Kenneth F. Royer  
Gilbert A. Duran  
Owen R. Waltrip, Jr.  
Richard Roccucci

Robert Emerson (1974-76)

PLANNING COMMISSION:

Roland Bergthold  
James Cermak  
Harry Crabb, Jr., Chairman  
Betty Flatt  
Gregory Gonzales (1969-1976)  
Robert Hetrick  
Harry Poole (1975-1977)  
Richard Roccucci (1971-1977)  
Bobbi Ruhkala  
Bill Sears (1974)  
Robert Seawell

PROJECT REVIEW COMMISSION:

James Cermak (1976-1977)  
Ken Cochrane  
Dennis DeWitt  
Robert Hetrick  
Gena Mulligan  
Bobbi Ruhkala (1974-76)  
Bill Santucci

GENERAL PLAN SUBCOMMITTEE MEMBERS

BUSINESS & MANUFACTURING:

Jim Smith  
John Fenelly  
Roland Green  
Curtis Banner  
Victor Maiello  
Harry Poole  
Garry Bedford

CULTURAL:

Martha Riley  
Roland Bergthold  
Margaret Sepponen  
Rudy Venegas  
David Beesley  
Gayle Johnson  
Howard G. Lee  
Doris Rickey

HOUSING:

Millard Hamal  
Jack R. Bell  
Rudy Nicolas  
Harry Crabb, Jr.  
Betty Stephenson

TRANSPORTATION:

Ken Henley  
Bob Klein  
Manuel Bustos  
Oscar Meza  
Joe Sanders  
M. "Pro" Williams  
Richard Roccucci  
Norman Lambeth  
Victor Castillo

OPEN SPACE AND GROWTH:

Betty Flatt  
Terry Webb  
Mary Jo Lawrence  
Steve Thomas  
Virgil Harrigan  
Marta Belisle

GENERAL PLAN STEERING COMMITTEE:

Owen R. Waltrip, Jr.  
Victor Maiello  
Martha Riley  
Betty Flatt  
Millard Hamal  
Ronald Ransom  
Bob Klein

PARKS & RECREATION:

Ronald Ransom  
Bob Seawell  
Robert Cooley  
Walter Hames

CITY STAFF:

Robert G. Hutchison, City Manager  
Steven H. Dillon, Planning Director  
Michael E. Leana, Associate Planner  
James F. Bush, Assistant Planner  
Christine Oliver, Planning Intern  
David Kalb, Planning Intern  
Michael Dorn, Planning Intern  
Nancy Sekany, Secretary

SRAPC STAFF:

Jim Harnish, Associate Planner  
David Calef, Associate Planner  
Karen O'Haire, Assistant Planner  
Paul Bisbiglia, Planning Analyst  
Roy Telefson, Graphic Supervisor  
Vaughn Filmore, Graphic Artist  
Shirley Higgins, Typist/Clerk II

# Table of Contents

Page

INTRODUCTION . . . . .	i
Purpose and Nature of the General Plan . . . . .	ii
The Roseville Plan Area . . . . .	ii
Planning History. . . . .	v
Time Frame of the Roseville General Plan. . . . .	v
Use of the Roseville General Plan . . . . .	vi
Relationship of the General Plan to Zoning. . . . .	vi
Organization of the General Plan. . . . .	vi
I. GROWTH MANAGEMENT ELEMENT . . . . .	I
II. COMMUNITY CIRCULATION ELEMENTS . . . . .	II
General Goal. . . . .	II-1
Approach. . . . .	II-1
Assumptions . . . . .	II-2
CIRCULATION ELEMENT. . . . .	II-4
TRANSPORTATION ELEMENT . . . . .	II-11
TRANSIT ELEMENT. . . . .	II-13
SCENIC HIGHWAYS ELEMENT. . . . .	II-15
III. COMMUNITY FORM ELEMENTS . . . . .	III
General Goals . . . . .	III-1
Approach. . . . .	III-1
Assumptions . . . . .	III-2
LAND USE ELEMENT . . . . .	III-4
HOUSING ELEMENT. . . . .	III-18
COMMUNITY DESIGN ELEMENT* . . . . .	
REDEVELOPMENT ELEMENT* . . . . .	
PUBLIC SERVICE ELEMENT* . . . . .	
PUBLIC BUILDING ELEMENT* . . . . .	

\* To be included in the future.



## Table of Contents (Cont'd.)

	<u>Page</u>
IV. COMMUNITY RESOURCE ELEMENTS . . . . .	IV
General Goal. . . . .	IV-1
Approach. . . . .	IV-1
Assumptions . . . . .	IV-2
OPEN SPACE CONSERVATION ELEMENT. . . . .	IV-4
ECONOMIC RESOURCES ELEMENT* . . . . .	
ENERGY ELEMENT* . . . . .	
HISTORICAL PRESERVATION ELEMENT* . . . . .	
HUMAN RESOURCES ELEMENT* . . . . .	
RECREATION ELEMENT* . . . . .	
V. COMMUNITY SAFETY ELEMENTS . . . . .	V
General Goal. . . . .	V-1
Approach. . . . .	V-1
Assumptions . . . . .	V-2
NOISE ELEMENT. . . . .	V-3
SEISMIC SAFETY ELEMENT . . . . .	V-11
GENERAL SAFETY ELEMENT . . . . .	V-15
MAPS	
Map 1. General Location Map. . . . .	iii
Map 2. General Plan Boundary . . . . .	iv
Map 3. Proposed Scenic Highways and Community Corridors . . . . .	II-23
Map 4. Existing Noise Exposure Contours, 1976. . . . .	V-8
Map 5. Projected Noise Exposure Contours, 1995 . . . . .	V-9
CHARTS	
A. Approximate Sound Levels of Common Noises . . . . .	V-6
B. Land Use Compatability for Community Noise Environments. . . . .	V-7
TABLES	
A. Recommendations and Cost Estimates for Street Improvements . . . . .	II-9
B. Summary-Housing Plan for Roseville. . . . .	III-28
C. Park Standards. . . . .	IV-14

---

\* To be included in the future.



## CORRECTIONS TO GENERAL PLAN

PAGE	&	PARAGRAPH	WORD(S) IN QUESTION	CORRECTION
ii		3	FIGURE IV	MAP 2
II-16		1	EMPLEMENTED	IMPLEMENTED
II-20		(I 80 A)	IMIMUM	MINIMUM
III-6		A-1 (FINDING)	COMME	COMMERCIAL
III-6		A-1 (POLICY)	RESIDENT L	RESIDENTIAL
III-10		1ST FINDING	ACCRUED	OCCURRED
V-1		LAST 2 WORDS	LAND USE	- DELETE -





# Introduction

# **Purpose and Nature of the General Plan**

The General Plan is the official statement of the City Council setting forth policies that will guide the physical, social and economic development of the City of Roseville so as to create a desirable environment for living, working and playing and acceptably locate those facilities which contribute to the social, economic and cultural goals of the community. As such, the General Plan document is designed to serve as:

- a definition of City policies to assist public and private decision-making
- a guide to the future development and use of vacant land
- a guide to future character of the City of Roseville
- a documentation of the processes, assumptions and data leading to the future character of the City of Roseville

In addition to the General Plan describing a broad physical and policy framework for the future, it is also designed to meet the specific requirements of California Planning and Zoning Law. These requirements include the definition of the City's adopted goals, policies and action plans with respect to the following State-mandated elements: land use, circulation, housing, conservation and open space, scenic highways, noise, seismic safety and general safety. A Public Facilities element and Growth Management Plan have been added as optional elements in order to meet the existing needs and objectives of Roseville's General Planning Program.

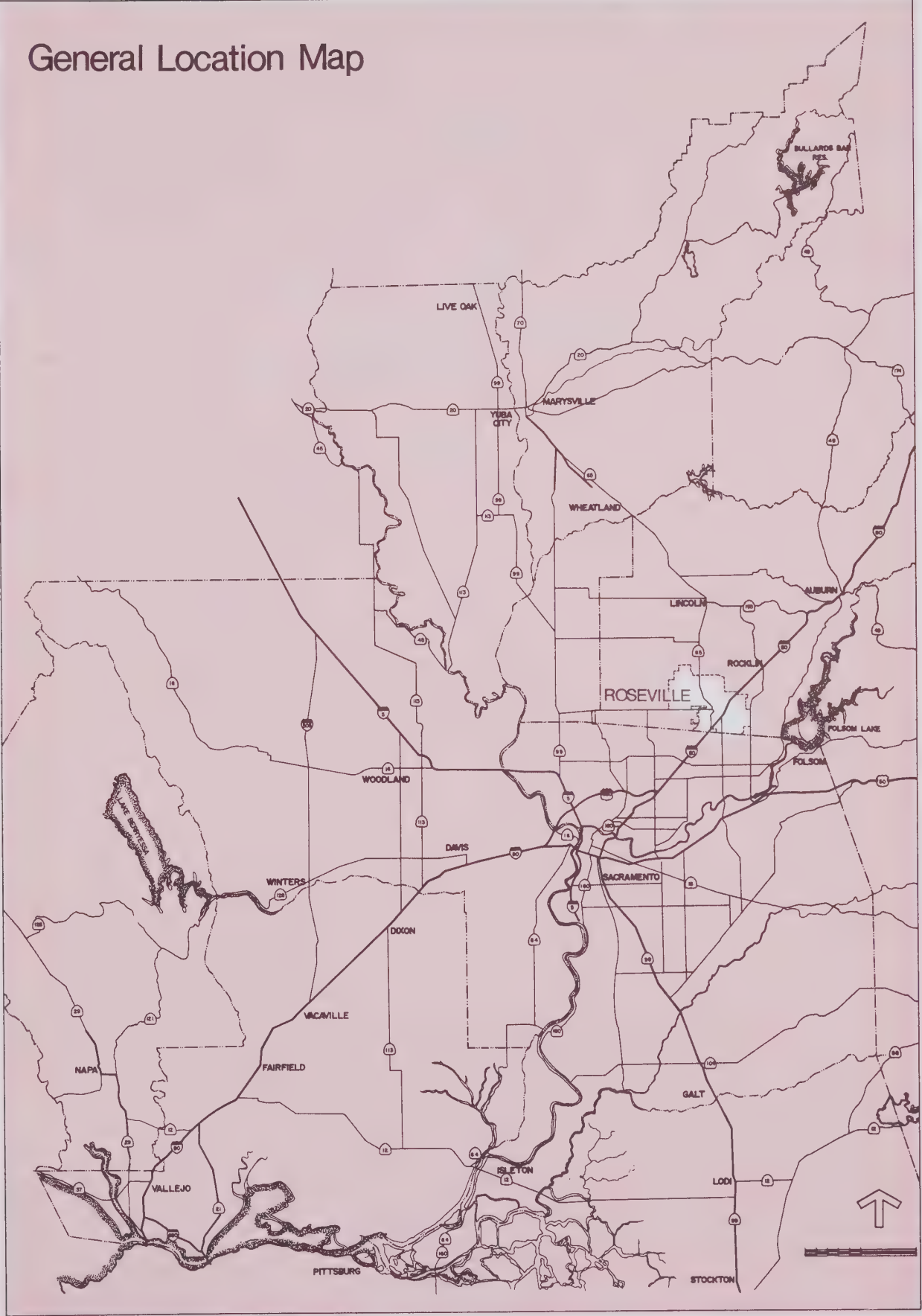
## **The Roseville Plan Area**

The Roseville Plan Area, as illustrated in Figure IV, is located on the northeast fringe of the Sacramento Metropolitan Area. Its central location between the San Francisco Bay Area and the recreational facilities of the Lake Tahoe Basin, along with its mild climate and lower land costs are some of the basic factors creating the growth pressures on the plan area. These pressures result from both the out-migration from nearby urbanized areas and the in-migration from other portions of the State and from other parts of the United States.

In order to recognize the unique characteristics of different portions of the approximately 28 square miles now in the City limits, and an additional 12 square miles of County area with the General Plan boundary, it was broken down into thirty-eight (38) planning units whose boundaries were determined by geographical constraints and similar types of land use.

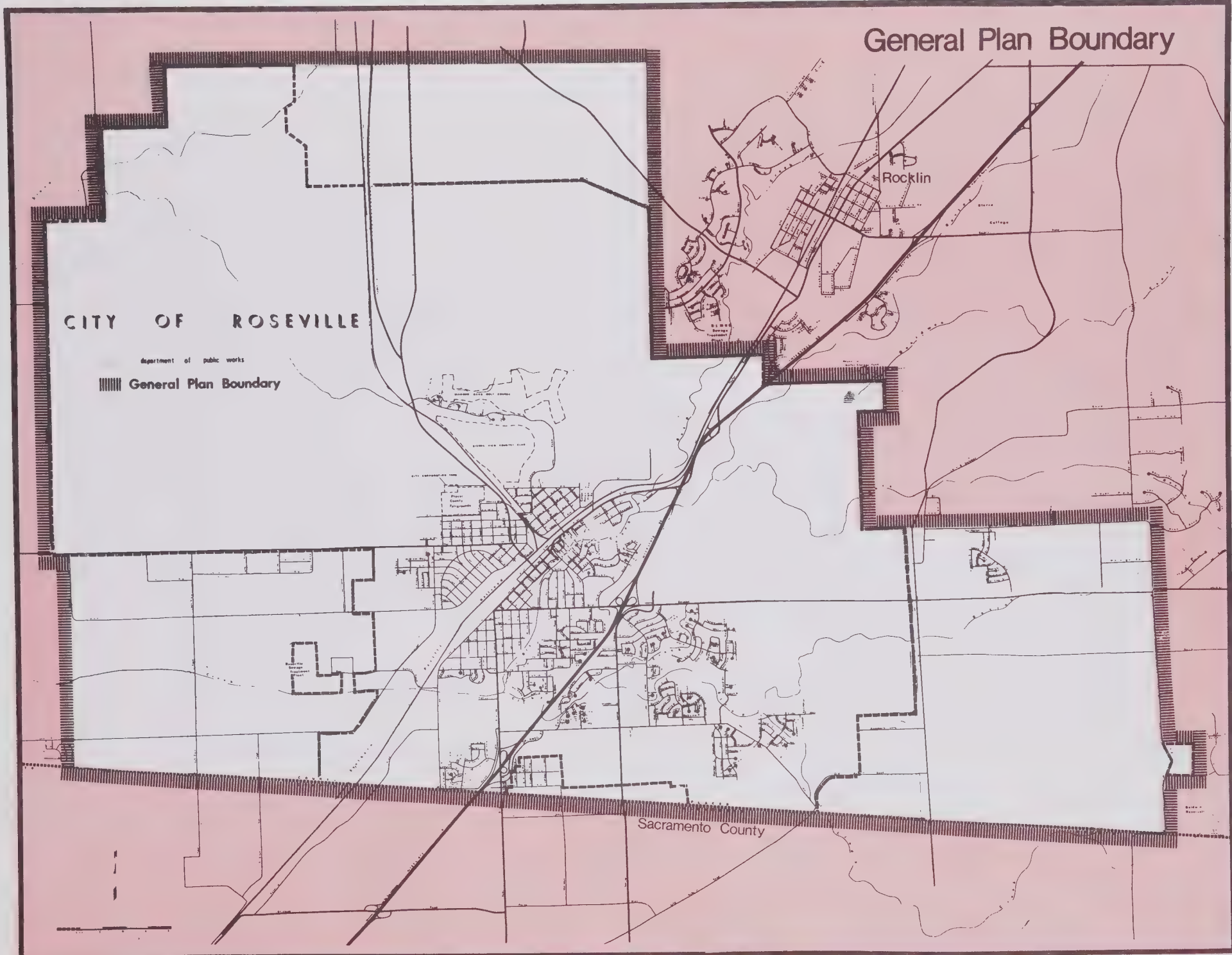


# General Location Map









CITY OF ROSEVILLE

department of public works

General Plan Boundary

General Plan Boundary

Rocklin

Sacramento County





The four planning units outside the jurisdictional boundaries of the City lie within the City's sphere of influence. Land use designations in these four areas are compatible with, and reflect the adopted land uses in the Placer County and Loomis Basin General Plans. Descriptions of each of the thirty-eight planning units and the dominant features within them can be found in the General Plan Technical Addendum.

## **Planning History**

The Roseville General Plan is the first comprehensive General Plan ever prepared for the City. The previous General Plan, adopted in 1963, was basically a land use map. During succeeding years, an open space plan, a public buildings plan, a parks and recreation plan and various land use map amendments were added to the existing General Plan. The newly adopted General Plan incorporates the City's first attempt to incorporate housing, circulation, scenic highways, noise, seismic safety and general safety elements into its planning process and complies with the State mandated planning and zoning law for all city and county general plans.

While the Roseville General Plan can stand by itself, other local and regional plans which will help provide guidance to the future growth and development of Roseville include: the Loomis Basin General Plan and the Placer County General Plan (prepared by Placer County); the Regional General Plans (prepared by the Sacramento Regional Area Planning Commission); and the State Housing and Transportation Plans (prepared by the State Department of Housing and Community Development and Caltrans, respectively).

## **Time Frame of the Roseville General Plan**

While many general plans are based upon a twenty or twenty-five year time frame, the ultimate buildout of the Roseville Plan Area relies on so many variables, that the City felt it was meaningless to look that far into the future. While recognizing the City's ultimate limit of development, the General Plan is not based on any specific buildout rate. Recent building trends have been utilized to project the City's housing needs over the next five years, but circumstances outside the City's immediate control are of such magnitude that past trends could be meaningless in a year's time. Consequently, the Roseville General Plan has been formulated to serve as a guide for additional growth while providing the flexibility for change as conditions and the needs of Roseville citizens warrant.

# **Use of the Roseville General Plan**

As of the date of adoption of the General Plan, all proposed projects, public as well as private, will be reviewed for their consistency with the General Plan text, land use map and growth management policies. Consistency with the General Plan will enable City Staff to process a proposed project through the normal review procedures. This does not mean that projects inconsistent with the General Plan will not be accepted; the General Plan was formulated as a guide for future development based upon a series of assumptions and findings as they exist today. But current situations change over time resulting in outdated findings and invalid assumptions. Consequently, there is a mechanism which allows for revisions in the General Plan based upon new findings, assumptions and past actions. The General Plan text and growth management policies can be amended as often as necessary whenever the City Council feels that it would be in the public interest. However, State law allows only three (3) amendments to the land use map per year.

## **Relationship of the General Plan to Zoning**

The Roseville General Plan is a comprehensive, long-range general policy statement for the whole community. In contrast, a zoning ordinance is specific, immediate and limited primarily to control of private land development. By providing controls over the types of uses, heights and locations of buildings, and open space on a site, zoning is the primary tool utilized to implement the General Plan. To comply with the State Planning and Zoning Law, the Zoning Ordinance must conform to the General Plan.

## **Organization of the General Plan**

The Roseville General Plan is composed of three components; text, land use map, and Growth Management Element. The text, in identifying the City's goals, policies and action plans with data and assumptions on which the plan is based, constitutes the "what" of land use. The land use map, in locating the proposed future land uses, represents the "where," and the Growth Management Plan provides a framework for the timing of future development and can be considered the "when" of the General Plan.

## ORGANIZATION AND OUTLINE

The General Plan was prepared using an innovative organizational approach. Related elements are grouped into one of four element groupings. For example, the General Safety, Noise, and Seismic Safety elements, are included in the Community Safety Grouping. This type of approach enables the reader and user to understand the interrelationships of the recommendations in each grouping. This approach also provides a comprehensive framework for the environmental impact analysis.

### **ELEMENT GROUPING**

**Community Circulation**

**Community Form**

**Community Resources**

**Community Safety**

Each of the four element groupings are organized as follows:

### **INTRODUCTION**

**Element Grouping Goal**

**Approach**

**Assumptions**

### **INDIVIDUAL ELEMENTS**



Each element is further broken down into two parts. Part I contains the General Plan's policy framework. Part II contains the technical data upon which the policy recommendations are based. Additionally, Part II also contains the environmental impact analysis.

## **INDIVIDUAL ELEMENT ORGANIZATION**

### **Part I • Policies and Action Plan**

**Purpose and Scope**

**Findings**

**Policies**

**Action Plan**

### **Part II • Technical Addendum**

**Relevant Legislation**

**Inventory**

**Criteria and Standards**

**Alternative Implementation Methods**

**Glossary**

**Sources**

**E.I.R.**

The Community Circulation Grouping discusses transportation related elements and includes:

## **COMMUNITY CIRCULATION GROUPING**

**Circulation**

**Transportation (Optional)**

**Transit (Optional)**

**Scenic Highways**

The Community Form Grouping is concerned with specific aspects of physical development and contains the elements below:

## **COMMUNITY FORM GROUPING**

**Land Use**

**Housing**

**Community Design \*** (Optional)

**Public Buildings \*** (Optional)

**Public Services \*** (Optional)

**Redevelopment \*** (Optional)

\* Element to be completed in the future

Preservation of Roseville's resources is the primary objective of the Community Resources Grouping, consisting of the following elements:

## **COMMUNITY RESOURCES GROUPING**

**Open Space and Conservation**

**Energy \*** (Optional)

**Economic Resources \*** (Optional)

**Historical Preservation \*** (Optional)

**Human Resources \*** (Optional)

**Recreation \*** (Optional)

\* Element to be completed in the future

The protection of the Roseville community from natural and human hazards is the main idea expressed in the Community Safety elements. These elements include:

## **COMMUNITY SAFETY GROUPING**

**Noise**

**Seismic Safety**

**General Safety**

GROWTH MANAGEMENT PLAN

To be completed in the future



# Community Circulation Elements

**Circulation  
Transportation  
Transit  
Scenic Highways**

## TABLE OF CONTENTS

	<u>Page</u>
General Goal . . . . .	II-1
Approach . . . . .	II-1
Assumptions . . . . .	II-2
CIRCULATION ELEMENT . . . . .	II-4
Purpose and Scope . . . . .	II-4
General Finding and Policies . . . . .	II-5
Specific Finding, Policies and Action Plans . . . . .	II-6
TRANSPORTATION ELEMENT . . . . .	II-11
Purpose and Scope . . . . .	II-11
Findings . . . . .	II-11
Policies . . . . .	II-12
Action Plans . . . . .	II-12
TRANSIT ELEMENT . . . . .	II-13
Purpose and Scope . . . . .	II-13
Findings . . . . .	II-13
Policies . . . . .	II-14
Action Plans . . . . .	II-14
SCENIC HIGHWAYS . . . . .	II-15
Purpose and Scope . . . . .	II-15
Findings . . . . .	II-15
Policies . . . . .	II-16
Action Plans . . . . .	II-17

# General Goal

To achieve a safe, efficient, coordinated and balanced circulation-transportation system capable of serving the social and economic needs of all Roseville citizens by promoting sound land utilization, minimize potentially adverse environmental effects and support the city's economic and population growth.

## Approach

This grouping deals with the system and modes of the movement of people and goods both within the Roseville Plan Area and within Placer County and the Sacramento Region. Included in this grouping are elements addressing circulation, transportation, scenic highways, and transit. Circulation and scenic highways are mandatory elements of the General Plan and will be treated as such. Transportation and transit are optional elements, but will be addressed more as sub-topics to circulation at this time. Each of these latter two topics may be developed as more comprehensive elements in the future.

### RELATIONSHIP OF INDIVIDUAL ELEMENTS WITHIN THIS GROUPING

The four topics to be addressed in this grouping are related in that they are concerned with the movement of people and goods both within the City and Plan Area and also within the county and region. More specifically, each topic deals with the following:

CIRCULATION is the physical network on which people and goods move, and includes streets, railroads and bike routes.

TRANSPORTATION provides for the modes of movement over the circulation system and includes use of buses, automobiles, bikes, trains.

TRANSIT addresses specific circulation routes and modes of transportation relating to intra-city and inter-city transit systems such as those of bus and rail.

SCENIC HIGHWAYS singles out unique portions of the circulation system and provides guidelines on how these portions should be developed and preserved. The topic of scenic highways is primarily based on "the aesthetic."

## RELATIONSHIP OF THIS GROUPING WITH OTHER GROUPINGS

The Circulation Elements are closely related to the Community Form Elements (primarily Land Use and Housing) in that the development of one affects the other. A circulation system facilitates the development of various land uses while the intensity of land use development determines to what degree the circulation system will be utilized or affected. The limitations, in terms of volume, of the circulation system, will directly put limitations on the intensity of land use development.

The two other element groupings, Safety and Resource, are related to circulation in the same manner as Community Form, in that land use allocation and intensity of development depends on the type of circulation system provided.

## Assumptions

In order to establish a circulation plan for current and future needs, assumptions must be made for those trends that directly affect circulation and are not otherwise known as fact. The following assumptions are primarily based on existing and past trends.

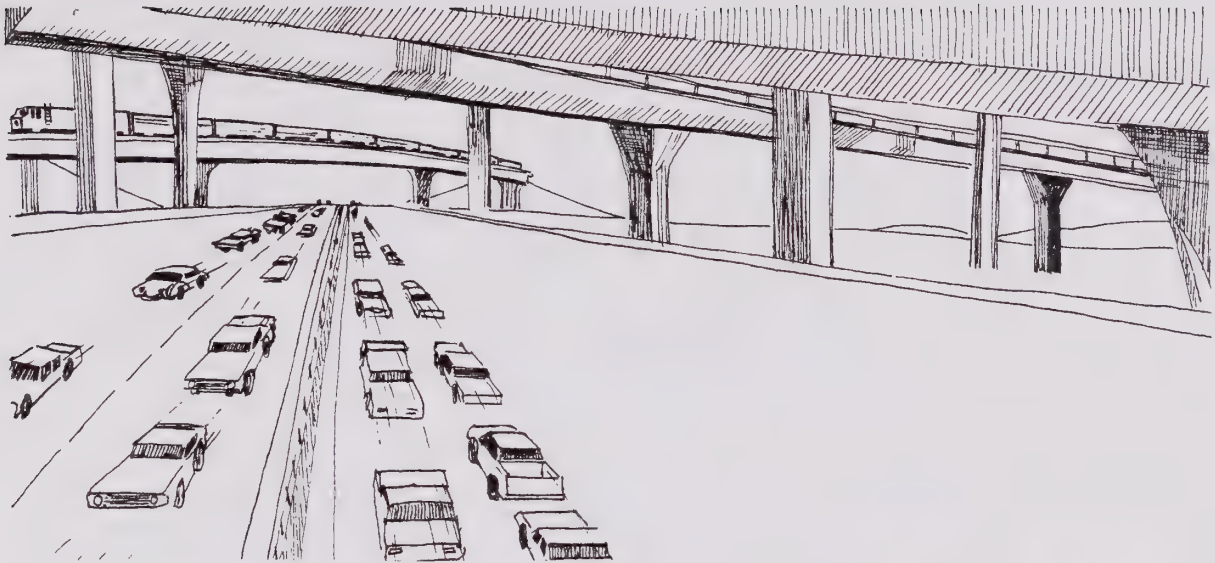
IT IS ASSUMED THAT . . . .

- A. . . . . the automobile will remain the primary mode of transportation with bus transit and use of bicycles being of secondary importance.
- B. . . . . energy costs for automobile usage will increase to the point of encouraging alternative modes of transportation (such as bus and bicycles) or change in current use of automobiles (car pooling for example).
- C. . . . . residential growth within Roseville will be primarily commute-oriented from Sacramento via I-80, with a secondary commute source along Highway 65 as the Sunset Industrial Tract develops.
- D. . . . . the Highway 65 bypass from I-80 to existing Highway 65 will be the only State implemented freeway system in the Roseville Plan Area for the next 20 years.
- E. . . . . the major traffic generators affecting the Roseville Plan Area will be the Folsom Recreational Area, Sunset Industrial Tract, Sunrise Mall, Roseville Square-Harding commercial complex,



the Douglas-Sunrise commercial complex, the Roseville Hospital and associated medical facilities, Strap Ravine Regional Park and the Roseville Auction.

- F. . . . funding for all transportation modes will probably be inadequate to satisfy all transportation needs.
- G. . . . funding for new arterials and associated structures would be the responsibility of the city and would be inadequate to satisfy all circulation needs.



# **CIRCULATION ELEMENT**

## **Pupose and Scope**

The purpose of this element is two fold. First, existing circulation conditions will be analyzed to determine critical areas of concern and formulate findings, policies and action plans to resolve problems and provide for orderly growth. Second, proposed future land use will be analyzed to properly coordinate future development with necessary circulation needs. Inherent in a good circulation system is to provide the means of moving people and goods in a safe and efficient manner. The scope of this element is to first address policies and action plans for providing circulation needs; secondly, to provide policies and action plans for transportation needs; and thirdly, provide policies and action plans for transit needs.

The policies and action plans for the circulation system will be discussed at two levels. Initial discussion will involve those actions that pertain to the entire circulation system and are somewhat general in nature. Secondly, will be an analysis of specific problem areas.

# General Findings and Policies

1. FINDING: There are six levels (A-F) of service for volumes of traffic on streets and highways. As defined in the Technical Addendum, the streets are designed for Level C.

POLICY -- Establish a level of service on all freeway, arterial and collector streets that can economically be implemented and still provide for an adequate level of traffic flow.

POLICY -- Adopt Level C Service standard as defined by the State of California for all freeway, arterial and collector streets. Maintenance of Level C Service need not be strictly enforced if other policies and action plans indicate that a lesser level of service may be acceptable on an interim basis providing there are sufficient over-riding considerations.

2. FINDING: Interstate 80, the Southern Pacific Railroad and the major stream systems within the Roseville Plan Area are the major barriers to providing proper traffic circulation and result in concentrating traffic on the few existing barrier corridors resulting in traffic congestion and hazards.

POLICY -- Provide additional grade separation crossings of the major barriers by:

- pursuing grade separation funding to implement grade separation crossings of the railroad.
- pursuing state funding for grade separation crossings at Interstate 80.
- pursuing use of gas tax funds, federal aid urban funds, use of assessment district procedures and general obligation bonds to implement crossings of major circulation systems over streambeds.

3. FINDING: The circulation system for the Roseville Plan Area is integrated with the county, region and state transportation systems, with planning being coordinated through the Sacramento Regional Area Planning Agency and the Placer County Transportation Commission.



POLICY -- Continue to participate in circulation-transportation planning with Placer County, the Sacramento Region and the State of California.

## **Specific Findings, Policies and Action Plans**

1. FINDING: The Douglas Boulevard-Interstate 80 interchange and adjacent commercial areas along Harding Boulevard and Sunrise Avenue exhibits a high degree of traffic congestion and a high record of traffic accidents caused primarily by the increase of traffic volumes and the lack of alternate routes to and from the commercial areas and other areas of the city and caused by a deficient southbound off-ramp of Interstate 80.

POLICY -- Provide alternate circulation routes around Douglas Boulevard to allow additional access to both the commercial areas and other portions of the City.

POLICY -- Provide a safer and more efficient interchange at Douglas and Interstate 80.

POLICY -- Encourage development along the extensions of Harding Boulevard and Sunrise Avenue.

### **ACTION PLAN --**

- Extend Harding Boulevard to Atlantic Street based on the DeLeuw-Cather Harding extension study.
  - a. Seek funding for implementation.
  - b. Acquire right-of-way.
- Connect Harding Boulevard with the extension of Sunrise Avenue by an overcrossing of I-80.
  - a. Seek funding for implementation.
  - b. Acquire right-of-way.
- Adopt land use development policies that will allow for timely implementation of the extensions of Harding Boulevard and Sunrise Avenue.

- Widen Douglas Boulevard to 6 lanes from Sunrise to Harding Boulevard in conjunction with reconstruction of the I-80 interchange.
- Seek state approval and funding for a redesign and construction of the Douglas Boulevard-Interstate 80 interchange.

2. **FINDING:** Washington Boulevard-Highway 65 corridor which provides primary access to the entire north and northwestern portions of the City as well as points farther north, is currently functioning at Level C service. In addition, the existing intersection of Washington Boulevard with Oak Street does not allow for proper traffic flow. Additional traffic volumes on Washington Boulevard and Highway 65 will ultimately result in the lowering of service beyond Level D, and will lower levels of service on Douglas Boulevard and Riverside Avenue which receive the bulk of traffic from the Washington-Highway 65 corridor.

**POLICY --** To insure safe and efficient traffic flow along the Washington Boulevard-Highway 65 corridor and other streets affected by such traffic, existing levels of service should not be lowered.

**POLICY --** Provide for alternate circulation routes to serve the entire north area that will allow for a Level C service to be maintained on the existing Washington Boulevard-Highway 65 corridor.

#### **ACTION PLAN --**

- In cooperation with the State of California and Placer County, the City shall implement the Highway 65 bypass from Interstate 80 to existing Highway 65 north of the city limits.
  - a. Seek state and county funding.
  - b. Acquire right-of-way.
- Washington Boulevard and Oak Street intersection shall be signalized and traffic rechannelized.
  - a. Seek state funding.
- Until a new circulation route serving the north area is constructed, and to insure that the current Level C service is not lowered, new development that would

adversely effect such level of service shall not be permitted unless specific development plans (processed by use permit, site review application or tentative subdivision map) have been submitted for processing prior to July 1, 1977.

3. FINDING: Riverside Avenue from Interstate 80 to Darling Way is currently at Level D service and from Darling Way to Vernon Street is currently at Level E service. These levels of service represent considerable traffic delays and are quite undesirable if maintained.

POLICY -- Improve level of service on Riverside Avenue in a manner that is economically feasible to implement and still provides for safe and efficient traffic flow.

ACTION PLAN -- Public hearings shall be held to consider viable circulation alternatives to improve the level of service for traffic movement on Riverside Avenue.

4. FINDING: In order to accommodate future new growth, additional collectors and arterials will be needed to relieve expected increases of traffic congestion and volumes on existing streets.

POLICY -- Provide new roads for through traffic in areas where needed.

ACTION PLAN --

- Extend Cirby Way from Riverside to Vernon.
- Extend Rocky Ridge Dr. from Douglas to Cirby Way.
- Extend Sunrise Avenue from Douglas to street that eventually connects to the new 65 bypass.
- Extend Harding Boulevard from Atlantic to new SR 65.
- Extend North Cirby Way from Rocky Ridge Dr. to Sierra College Boulevard.
- Extend Brady Lane from Subway Road to Baseline and eventually to SR 65.



- Extend Street from Diamond Oaks to Whitney Boulevard.
- Extend Street from SR 65 to Diamond Oaks Road.

5. **FINDING:** In order to accommodate new growth, many existing streets serving as collectors and arterials will have to be improved to allow for increased traffic volumes at a Level "C" service.

**POLICY --** Provide a comprehensive street widening program to meet present and future needs.

#### **ACTION PLAN --**

- South Cirby Way - widen from two to four lanes.
- Sunrise Avenue - widen from two to four lanes - Cirby Way to Sacramento County line.
- Cirby Way - widen from two to four lanes - Riverside to Sunrise.
- Atlantic Street - widen from two to four lanes from Folsom to I-80.
- Douglas Blvd. - widen from two to four lanes - Sierra Gardens to Sierra College Boulevard.
- Baseline Road - widen from two to four lanes.

## **RECOMMENDATIONS AND COST ESTIMATES**

<u>1 THROUGH 5 YEARS</u>	<u>TOTALS IN MILLIONS</u>			
	<u>ESTIMATED COSTS-1976</u>			
Project and Description	Total	City	Devel- opment	Federal State County
<u>EXTENSIONS OR NEW ROADS</u>				
Cirby Way from Riverside to Vernon - New Four-Lane Road.	.48	.07	.41	
Harding Blvd. from Breuner to Atlantic - New Four-Lane Road.	.35	.175	.175	
Route A - New Four-Lane Road				
Cirby to Douglas	.65	.21	.44	
Douglas to Sunrise	.46	.15	.31	
Route B - Sunrise to Harding Via Overcrossing - Four-Lanes.	.35	.175	.175	
State Route 65 By-pass - New Four-Lane Freeway	2.81	.31		2.50
Sunrise from Douglas to Route B	.42		.42	

WIDENING OF EXISTING ROADS

Riverside Avenue - I 80 to Darling Bridge.	.50	.25	.25	
Riverside - Establish One Way North From Cirby to Vernon.	.33	.06		.27
Vernon Street - Cirby to Subway Road - 2 to 4 Lanes.				
Sunrise - Cirby to Sacramento County - 2 to 4 Lanes.				

SIGNALS

Sunrise to Francis.	.08	.08		
Washington and Oak.	.10	.05		.05

SUB TOTAL	6.53	1.53	2.18	2.32
-----------	------	------	------	------

6 THROUGH 10 YEARS

Project and Description

EXTENSIONS OR NEW ROADS

Harding Blvd. from Atlantic to New S.R. 65 - New Four-lane Road, with Overpass.	2.34	1.00	1.34	
Sunrise - Route B to New S.R. 65 - New Four-lane Road.	.63	.20	.43	

WIDENING OF EXISTING ROADS

Cirby Way Riverside to Sunrise - Widen From 2 to 4 Lanes.	.50	.10	.40	
Douglas Blvd. - Sunrise to Harding - Widen From 4 to 6 Lanes.	.24			.24
Douglas Blvd. - Sierra Gardens Drive to Sierra College - Widen From 2 to 4 Lanes.	1.89	.33		1.56

SIGNALS

Douglas and Sierra Gardens Drive	.08	.08		
Sunrise and Oakridge	.08	.08		
Sunrise and Palm	.08	.08		

SUB TOTAL	5.84	1.87	2.17	1.80
-----------	------	------	------	------

11 THROUGH 15 YEARS

Project and Description

EXTENSIONS OR NEW ROADS

Brady Lane - Subway Road to Baseline - New Four-lane.	.79	.30	.49	
Brady Lane - Baseline to S.R. 65 - New Two Lane.	.77		.77	
North Cirby Way - Route A to Sierra College Blvd.	1.05	.25	.80	
Route D - Diamond Oaks to Whitney Blvd.	.48		.48	
Route E - Existing S.R. 65 to proposed S.R. 65.	.48		.48	

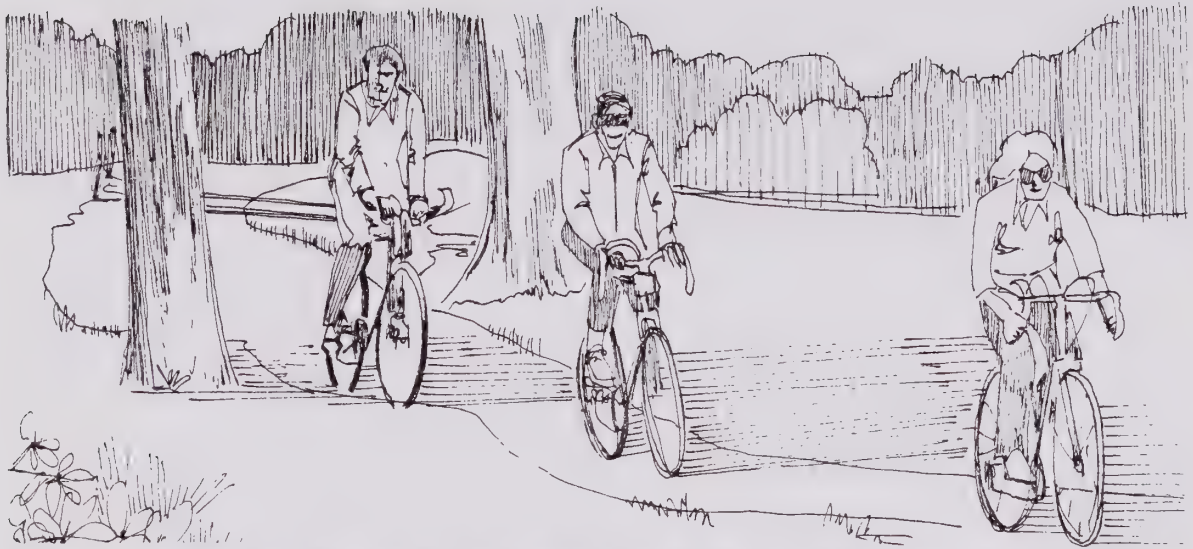
WIDENING OF EXISTING ROADS

Atlantic Street - Folsom to I 80 - 2 to 4 Lanes.	.91	.91		
Baseline Road - Widen 2 to 4 Lanes.	1.50	.20	1.30	

SUB TOTAL	5.98	1.66	4.32	
-----------	------	------	------	--

GRAND TOTAL	18.35	5.06	8.67	4.62
-------------	-------	------	------	------

Information taken from the Traffic Circulation Study of 1975 and estimates from the City's Department of Public Works.



# **TRANSPORTATION ELEMENT**

## **Purpose and Scope**

The Transportation Section of the Circulation Element deals with alternative modes of transportation other than the personal vehicle. Its purpose is to analyze these alternatives modes, determine critical areas and formulate goal, policies, and action plans to resolve problem areas.

## **Findings**

**FINDINGS:** The bicycle is rapidly becoming an important mode of transportation for many segments of the community. Mobility for children is a very important part of their lives as it is for adults. The use of the bicycle for going to school and play by children is very heavy. There has also been a national trend towards the use of the bicycle by older segments of the community not only for recreation but as a transportation mode.

There are very limited number of bicycle lanes on public streets in Roseville. There are also a limited amount of areas along the City's streambeds for bicycle use.

## **Policies**

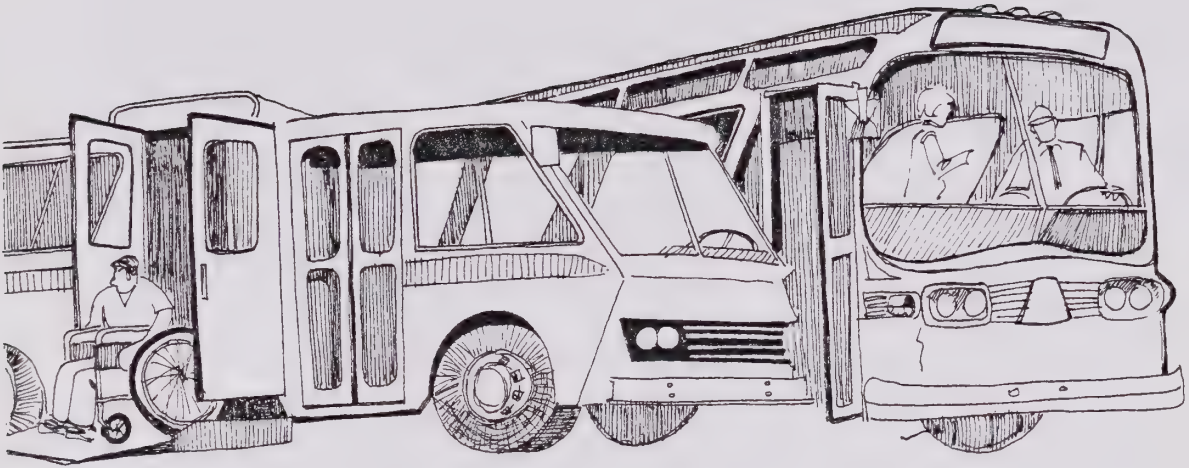
1. Develop a bicycle plan to be added to the City's General Plan.
2. Provide bicycle routes on major streets leading through the City and into outlying areas.
3. Provide an internal system leading to and from convenient shopping and public service areas.
4. Provide adequate bike lanes to allow children easy access to and from existing schools and recreation areas.

## **Action Plans**

The following actions should be implemented so that adequate facilities for the use of the bicycle as a transportation mode can be realized.

1. In accordance with the Transportation Commission, the City shall develop and adopt a bike plan.
2. This plan shall implement access to school, recreation, shopping and public service areas in the most direct and safe routes.
3. In new developments, dedications and improvement of bike lanes by developers shall be required according to accepted plans and policies.





## **TRANSIT ELEMENT**

### **Purpose and Scope**

The scope of this section of the Circulation Element is to deal in areas of public mass transit. Currently the city is serviced by a bus system. It is assumed that mass transit for the citizens of Roseville will continue in this manner, although the door should be left open to new innovative methods of public transit. The purpose of this section is to develop findings goals, policies and an action plan to insure an adequate level of transit.

### **Findings**

**FINDING:** Although the automobile has been and will continue to be the primary form of transportation for the individual and family in Roseville, the increased cost of buying, running and maintaining the auto plus the fact that our streets have become heavily congested, with an increase of accident rates and air pollution, people are seeking alternative methods of transportation. Demand for transportation by many segments of the community including the elderly, handicapped, poor and the general public has resulted in the implementation of an intra and inter city bus system that has increased in usage over the last two years.

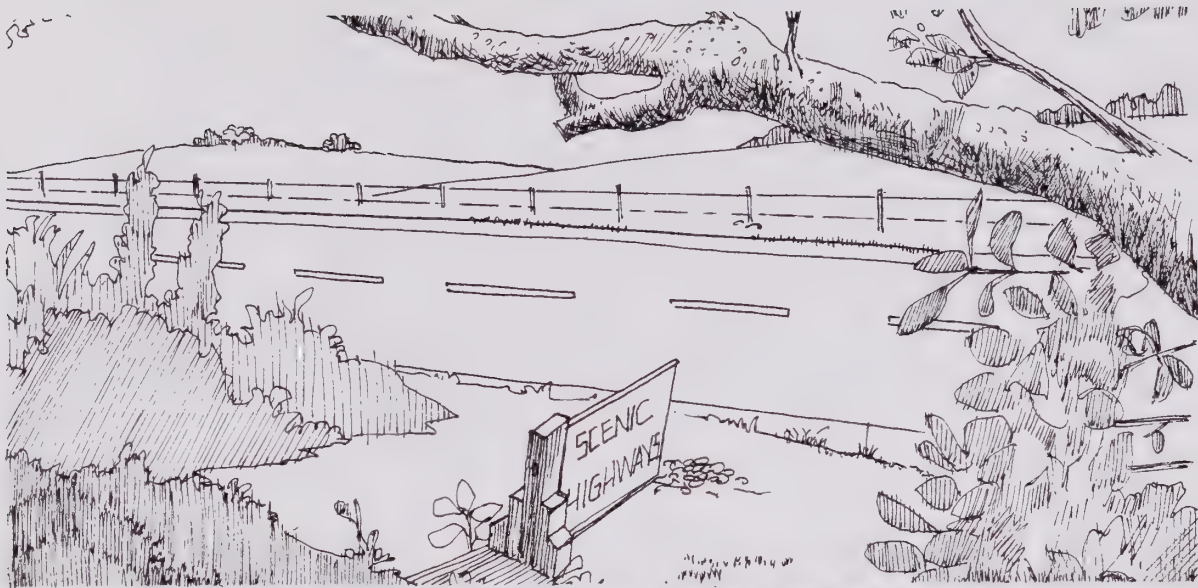
## **Policies**

1. Provide a mass transit system that is most suited in convenience and efficiency for the citizens of Roseville at a cost that is not prohibitive to any segment of the community.
2. Continue use of the Transportation Commission, to monitor the needs of the community in order to serve the largest possible number of citizens and provide the best possible transit system.

## **Action Plans**

The following actions should be implemented so that adequate mass transportation services can be provided.

1. To provide the most efficient intra and inter bus system available.
2. To provide safe and convenient mass transportation facilities such as waiting areas for boarding and unloading and park and ride lots.
3. To provide access within the City via mass transit routes for convenient shopping and access to public facilities.



# **SCENIC HIGHWAYS ELEMENT**

## **Purpose and Scope**

The Scenic Highway Element provides a means to recognize, preserve and enhance the scenic qualities along major roadway corridors by developing findings, policies, and action plans relating to such corridors.

This element relates closely to the Circulation, Open Space and Conservation Elements because of the integration of pedestrian and bicycle systems linking public facilities such as parks, streambeds and schools.

While the title of this element implies an emphasis on natural, existing aesthetic qualities, there is sufficient flexibility in State legislative requirements to create "scenic corridors" along roadways where the aesthetic qualities are few or are lacking entirely. This enables a community to not only preserve and enhance existing scenic resources, but also to create new ones.

## **Findings**

The major roadway corridors within the plan area are typical of the undulating, low foothill topography of the Sacramento Valley, where the short grasslands are accented by native oak trees and volcanic outcroppings,



and an occasional cultivated field. While it can be argued that the trees that do exist are few in number and that the volcanic extrusions present a barren landscape, the combination of topographic relief, existing biota and general openness do contribute to the scenic value of such areas.

The need to preserve and enhance the scenic qualities that do exist along the major roadway is essential in establishing identifiable separations from neighboring jurisdictions in order to preserve Roseville's community identity. While "scenic corridors" may be descriptive of ultimate emplemented corridors, "community identity or entrance" corridors more accurately describes the initial thrust of Roseville's Scenic Highway Element.

Because the intensity of land use varies along each corridor, the means to implement each corridor must also vary. That is, land acquisition may be necessary in some cases while only the application of zoning or site design restrictions is necessary for others.

Implementation of possible "community identity or entrance" corridors will require cooperation from Placer County since the ultimate City boundaries, that are now in Placer County, will not be reached for many years. Consequently, Placer County would have to implement similar corridor policies, if the City desires to maintain "community" corridors along ultimate City boundaries.

## **Policies**

1. Preserve, enhance and create the necessary amenities along major roadways linking Roseville with adjacent jurisdictions in order to maintain the community identity of Roseville.
2. Designate which major roadways should serve as corridors to preserve community identity.
3. Encourage Placer County to adopt consistent policies relating to those roadway corridors now serving both jurisdictions, but will eventually be within the Roseville City limits.



# Action Plans

1. The following existing roadways and proposed routes will be identified as "community identity" corridors:
  - a. Douglas Boulevard
  - b. Cirby Way -- South Cirby Way
  - c. Riverside Avenue
  - d. Sunrise Avenue
  - e. Main Street -- Baseline Road
  - f. Highway 65 -- Washington Boulevard
  - g. Rocky Ridge Drive
  - h. Interstate 80
  - i. Highway 65 Bypass
2. Seek official State Scenic Highway status for Douglas Boulevard.
3. Continuously evaluate existing and proposed roadways to determine their value in maintaining Roseville's community identity.
4. Coordinate implementation of designated community identity corridors with adjacent jurisdictions.
5. Adopt specific plans for development along designated community identity corridors. Development shall not be permitted adjacent to a community identity corridor until such specific plan is adopted for that corridor.
6. The following factors shall serve as guidelines in developing specific plans for each of the designated corridors:  
Douglas:
  - a. Use of volcanic flows to define minimum limits of corridor.
  - b. Need for unique design when developing on or adjacent to volcanic flow area.

- c. Preservation of broad vistas between Sierra College and the extension of the regional park arterial.
- d. Provide bicycle path link with Folsom Lake recreation area.
- e. Use of topographic relief to screen development.
- f. Maintain minimum noise corridor for residential development.
- g. Use of consistent site review and subdivision standards for new developments along entire corridor.
- h. Consider low intensity of future land use.
- i. Maintain consistent sign control.

Cirby Way -- South Cirby Way:

- a. Preservation of trees along corridor especially from Champion Oaks to Old Auburn Road.
- b. Consider high intensity of future land uses along the corridor.
- c. Maintain fencing and landscaping standards consistent with those residential developments recently approved along the corridor. Also, maintain consistent standards of site review for all commercial developments.
- d. Use of topographic relief to screen development.
- e. Maintain minimum noise corridor for residential development.
- f. Maintain consistent sign control.

Riverside:

- a. Consider high intensity of non-residential development along corridor.
- b. Maintain consistent site review standards for new developments.
- c. Preserve Existing trees, especially between Dry Creek and Sixth Street.
- d. Maintain consistent sign control.

Sunrise:

- a. Consider intensity of future land use along corridor.
- b. Use topographic relief to screen development between the County line and Cirby Way.
- c. Maintain minimum noise corridor for residential development.
- d. Maintain consistent site review and subdivision standards for new development.
- e. Preserve existing trees along corridor, especially adjacent to Cirby and Linda Creeks.
- f. Maintain consistent sign control.

Main Street -- Baseline Road:

- a. Preserve trees and residential character along the corridor between Washington Blvd. and St. John's Episcopal Church.
- b. Consider agricultural land use on north side of Baseline, and low density, rural development on the south side.
- c. Maintain consistent site review and subdivision standards for new development.
- d. Maintain minimum noise corridor for residential development.
- e. Consider historic nature of buildings between Lincoln and Washington.
- f. Maintain consistent sign control.

Highway 65 -- Washington Boulevard:

- a. Consider future land use intensity between Oak Street and Diamond Oaks Road.
- b. Consider large site industrial land use between Diamond Oaks Road and County line and need to maintain building setback.
- c. Consider broad vistas along the corridor north of Diamond Oaks Road.
- d. Use of State right-of-way.

- e. Minimum noise corridor for residential development.
- f. Limited land use potential on north side between All American Boulevard and Southern Pacific Railroad crossing.
- g. Preserve old trees, especially between County Fairgrounds and Diamond Oaks Road.
- h. Use topographic relief to screen development when possible.
- i. Maintain consistent site review and subdivision standards for new development.
- j. Maintain consistent sign control.

Rocky Ridge Drive:

- a. Consider intensity of future land use.
- b. Maintain minimum noise corridor for residential development.
- c. Maintain consistent site review and subdivision standards for new development.
- d. Consider regional park use adjacent to corridor.
- e. Preserve existing trees, especially adjacent to Linda Creek.
- f. Consider possible bicycle/pedestrian link with the regional park.
- g. Maintain consistent sign control.

Interstate 80:

- a. Maintain minimum noise corridor for residential development.
- b. Use of topographic relief to screen development from freeway.
- c. Preserve existing trees, especially adjacent to stream crossing and paralleling the corridor.
- d. Maintain consistent sign control.



Highway 65 Bypass:

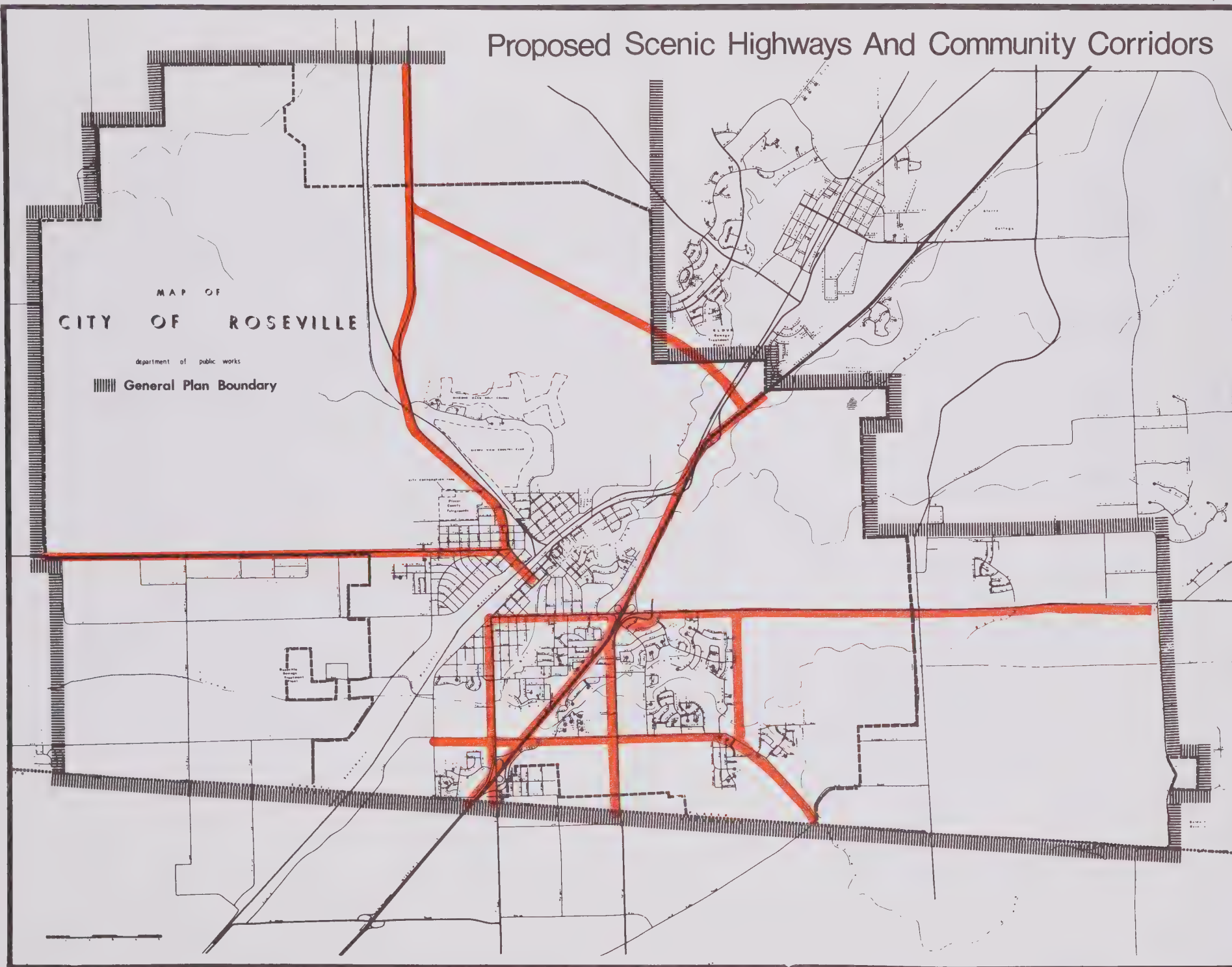
- a. Need for unique design when developing on or adjacent to volcanic flow area.
- b. Preserve broad vistas on both sides of corridor.
- c. Consider intensity of future land use.
- d. Preserve trees, especially where Antelope Creek is crossed.
- e. Maintain minimum noise barrier for residential development.
- f. Maintain consistent sign control.

## Proposed Scenic Highways And Community Corridors

MAP OF  
CITY OF ROSEVILLE

department of public works

General Plan Boundary





# Community Form Elements

**Land Use**  
**Housing**  
**\* Community Design**  
**\* Public Buildings**  
**\* Public Services**  
**\* Redevelopment**

\* Element to be completed in the future

## TABLE OF CONTENTS

	<u>Page</u>
General Goal . . . . .	III-1
Approach . . . . .	III-1
Assumptions . . . . .	III-2
LAND USE ELEMENT . . . . .	III-4
Purpose and Scope . . . . .	III-4
General Findings, Policies and Action Plans . . . . .	III-4
Specific Findings, Policies and Action Plans . . . . .	III-6
HOUSING ELEMENT . . . . .	III-18
Purpose and Scope . . . . .	III-18
General Findings and Policies . . . .	III-19
Specific Findings, Policies and Action Plans . . . . .	III-20
Summary - Plan for Housing . . . . .	III-27



# General Goal

To guide the development of the City in an effective and efficient manner to insure the continued health, safety, and welfare of the general public.

## Approach

This grouping of elements is concerned with the spatial arrangement of the various land uses contained within the community and their inter-relationships with one another. It analyzes the existing uses of land and proposes a program for the future development of vacant land in a coordinated and compatible manner. Included in this grouping are the mandatory elements on land use and housing which will be dealt with in significant detail; elements on public services and public buildings, which will be listed and discussed on a locational basis; and elements on redevelopment and community design which, although not a part of this general plan document, may be formulated as specific elements in the future.

### RELATIONSHIP OF INDIVIDUAL ELEMENTS WITHIN THIS GROUPING

The unifying theme of this grouping is the development and use of land in an economical, efficient and coordinated manner. The individual element titles and their significance are listed as follows:

**LAND USE** - This element inventories the existing uses of land and provides a plan and time-frame for the future development of all land within the plan area.

**HOUSING** - This element deals primarily with the socio-economic characteristics of the population related to the existing housing stock and attempts to determine the type of housing needed to serve a future population.

**PUBLIC SERVICES** - This element analyzes the existing level of public services and their capacity to handle additional types of growth.

**PUBLIC BUILDINGS** - This element proposes a plan for the location of governmental offices to efficiently serve the population.

**REDEVELOPMENT** - This element defines the areas of the City whose structures are in need of substantial rehabilitation or replacement and recommends the types of public and private activities necessary to upgrade and stabilize these delineated areas.

**COMMUNITY DESIGN** - This element formulates guidelines and design standards for specifically designated areas within the City. All development within the designated areas must conform to the guidelines and standards adopted for that particular area.

## RELATIONSHIP OF THIS GROUPING WITH OTHER GROUPINGS

The Community Development Grouping is most closely related to the Community Circulation Grouping because accessibility affects settlement patterns upon the land, which in turn, affect the traffic volumes, patterns of movement, and, consequently, the location and scope of transportation needs.

The Community Development Grouping is related to the Community Resources Grouping in that it is necessary to plan for open space and recreational amenities as a part of future land use in order to insure the protection of economic resources for existing future population.

The Community Development Grouping is related to the Community Safety Grouping to the degree that the designation of various land uses is based upon insuring the health, safety, and welfare of the general public.

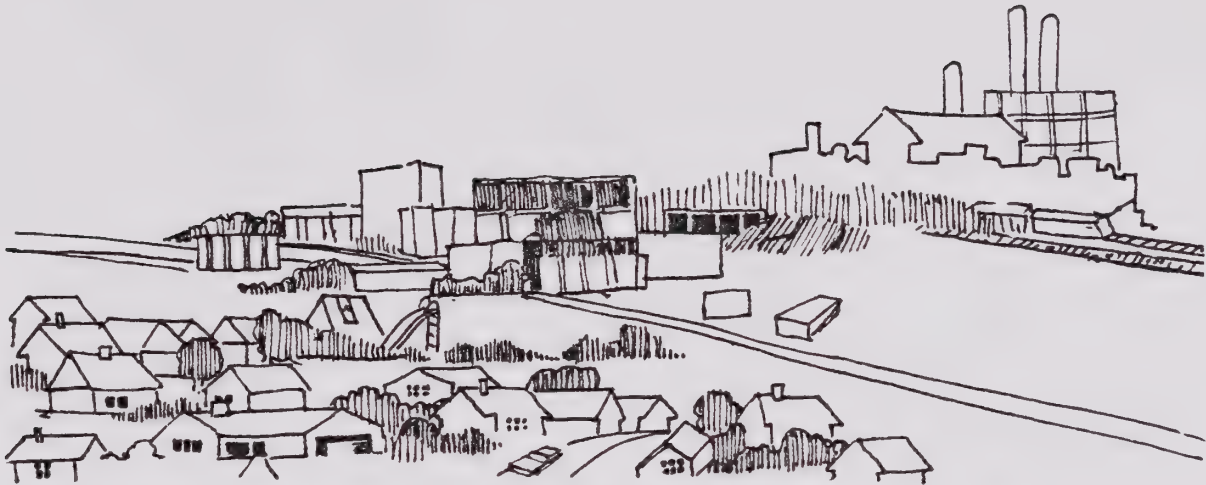
## Assumptions

In order to properly provide sufficient acreage for specific land use designations in the overall community development plan, assumptions must be made for those trends which affect the City's pattern of development. The following assumptions are related solely to future development in Roseville.

IT IS ASSUMED THAT . . . .

- A. . . . . the population of Roseville will continue to grow. This will necessitate that more and more of the City's vacant land be developed for residential, commercial and industrial uses.

- B. . . . . due to its location on the urban fringe of the Sacramento area, its relatively lower land costs and lower taxes, Roseville will continue to be an attractive place in which to live. This will result in a disproportionate number of conventional single-family residential proposals for expected "willing and able to afford" new households.
- C. . . . . Roseville will continue to serve the housing needs of a large segment of the population working outside the City limits.
- D. . . . . it is not economically feasible to provide new housing units for lower income households without government subsidies.
- E. . . . . the cost of new single-family homes will continue to increase and eliminate a larger proportion of the population from purchasing new housing.
- F. . . . . the resale of existing homes will continue to provide the lowest priced single-family housing available in Roseville.
- G. . . . . the majority of young households formed from the Roseville population will be financially unable to purchase new housing.
- H. . . . . households will continue to utilize the standard of allocating twenty-five percent (25%) of their income towards housing.
- I. . . . . income distribution will remain relatively constant, with only minor variations in the percentages of each income grouping.
- J. . . . . in the existing housing market, lower income households cannot secure sales housing. In addition, very low income households require some form of subsidy to obtain adequate housing.
- K. . . . . there is a significant (though undetermined) number of existing lower income households who have no permanent housing need (e.g., retired elderly whose homes have been paid for; college students with temporary low incomes, and, young people who have entered the labor market for the first time).
- L. . . . . while it is possible to mix some lower priced housing in an area with predominantly higher priced homes, it is doubtful that the reverse could be implemented.
- M. . . . . the elderly population will continue to increase.
- N. . . . . most, if not all, of the existing owner-occupied dwelling units in the City with low monthly payments would be unaffordable to the very low and low-income families if they become available for sale. The reason for this is due to rising interest rates and real estate values over the last ten to fifteen years.



# **LAND USE ELEMENT**

## **Purpose and Scope**

To provide guidance in allocating the various land uses throughout the plan area, it shall include emphasis on location, intensity and density with the end result on an orderly pattern of community development.

The Land Use Element will individually address the following land use categories: residential, commercial, industrial, agricultural, public and open space.

## **General Findings, Policies and Action Plans**

### **A. FINDING**

Locating certain land use activities adjacent to each other often creates conflicts between those uses. Examples can be seen when a single-family residential area develops next to a major commercial area or heavily-traveled arterial.



POLICY:

The City shall insure that compatible land uses are located adjacent to each other.

B. FINDING:

The developed area of the City consists of approximately 2,365 acres. Of the developed area, the many land use categories exist in the following proportions: residential--63%; commercial--7%; industrial--18%; public facilities, including schools, parks, community service area and churches--12%. (Based upon information in the Technical Addendum, Page).

The developed area of the City consists of approximately 2,365 acres. Of the developed area, the breakdown land use categories exist as follows: residential--63%; commercial--7%; industrial--18%; public facilities, including schools, parks, community service areas and churches--12%. (Based upon information in the Technical Addendum, Page)

POLICY:

The City shall maintain a balance of land uses, recognizing that each activity relies upon the other for an economically stable community.

C. FINDING:

On certain occasions, the land use element overlaps issues covered in other elements. An example of this is seen in the residential section of this element and the housing element. Other elements that may overlap are the open space and circulation elements.

POLICY:

The land use element shall maintain consistency in its policies and action plans with all other General Plan elements.

D. FINDING:

According to the Housing Elements Technical Addendum single-family residential housing represents approximately 78% of all dwelling units in the City. This leaves 21.5% in multiple and .5% in mobile homes. Based upon population and income information presented in the Housing Element and Technical Addendum, the current trends in residential development does not satisfy the City's need.

## POLICY:

The City shall develop and adopt a land use plan that will allow development of alternative housing types.

# Specific Findings, Policies and Action Plans

## A. LAND USE DEVELOPMENT STANDARDS

### 1. FINDING:

Locating single-family residential developments adjacent to commercial areas and major streets or vice versa can create conflicts in land uses, especially by allowing too many ingress-egress points onto arterial streets.

## POLICY:

The City shall insure that incompatible land uses are not located adjacent to single-family residential areas.

## ACTION PLAN:

Criteria used in preventing incompatible land uses from being located between single-family (also includes mixed single-family duplexes) areas and commercial, industrial areas and major circulation routes should include the following:

- a. Houses should back up to major arterial streets.
- b. Houses should face each other.
- c. Houses should be located on minor or collector streets.
- d. Buffer zones should separate houses from commercial and industrial uses through proper site review.
- e. The integrity of a single-family area should be maintained, including the preservation of as much privacy as possible.

### 2. FINDING:

The needs of multiple family units are different than single-family developments. They provide a high degree of vehicle trips per day creating a need for good ingress and egress.

## POLICY:

The City shall locate multiple developments in areas that are most conducive for their development.

## ACTION PLAN:

Criteria used in location of multiple family dwellings should be as follows:

- a. Located along arterials or have direct access to one via a collector.
- b. It should be used as a buffer area between single-family residential areas and commercial areas.
- c. It should be located in close proximity to commercial areas and major transportation facilities for easy use by elderly.

## B. RESIDENTIAL LAND USE

### 1. FINDING:

To satisfy housing needs within the community, districts should be established with a variation of densities to provide different types of housing.

### A. POLICY:

The City shall provide areas for development of large lots based upon adopted development criteria.

### ACTION PLAN:

Create a rural or suburban estate district. Standards for this district classification shall be a maximum of 1 dwelling unit per gross acre. General criteria used for establishment of this district shall be:

- a. Areas where soils are not conducive to agricultural activities or normal urban developments, or other constraints prevent development of higher densities.
- b. In areas that may be conducive to agricultural activities, but are adjacent to major arterials.
- c. In areas where City services are limited and not sufficient.

B. POLICY:

The City shall Provide areas for development of single-family homes.

ACTION PLAN:

Create a low density district. Standards for this district classification shall be a maximum of four units per gross acre. It shall be designed primarily for single-family homes, but will be subject to policies set up by the Housing Element and Growth Management Plan.

C. POLICY:

The City shall provide areas for development of a mix of single-family and duplex housing.

ACTION PLAN:

Create a medium density district. Standards for this district classification shall be a maximum of 6 units per gross acre. It shall be designed primarily for a mix of single-family and duplex units, but will be subject to policies set up by the Housing Element and Growth Management Plan. Duplex units in this district shall be limited to corner lots. If development criteria of other elements are met, single-family developments are acceptable in this district without providing a mix.

D. POLICY:

The City shall provide areas for development of high density apartment uses.

ACTION PLAN:

Create a high density district. Standards for this district classification shall be a minimum of six units per gross acre and a maximum of twenty units per gross acre. This district shall be designed primarily for multi-family units including triplexes, fourplexes, and town houses. This category shall include areas for open space and recreation.

ACTION PLAN:

Create an apartment district. Standards for this district shall be a minimum of ten units per gross acre and a maximum of twenty units per gross acre. This district shall be designed primarily for high-density, multi-family units including large town houses and apartments. This category shall include area for open space and recreation.



## C. PROFESSIONAL OFFICE LAND USE

There are a large number of professional offices located within the City. They mainly encompass activities for doctors, lawyers, real estate and insurance offices. Business licenses issued, as of July, 1976, for this type of activity indicated that there were at least 135 such uses.

### POLICY:

The City shall establish criteria and provisions for professional office areas.

### ACTION PLAN:

The City shall add a professional office zone to its zoning ordinance. Criteria used for this zone should include the following:

- a. It should be located along major arterials or have direct access to one via a collector.
- b. It can be used as a buffer area, between residential and commercial areas.
- c. It should be located in close proximity to commercial areas and major transportation facilities fo easy access by residents.

## D. COMMERCIAL LAND USE

According to the 1975 Special Census, the population of Roseville has grown 11.2% since the 1970 census. This new community growth has resulted in a demand for new commercial development to develop at a rate in proportion ot that of the population.

### POLICY:

#### THE CITY SHALL . . .

- a. . . . encourage the establishment of futrue commercial activities which will create a diverse economic base, complement existing activities and be aesthetically pleasing to the environment.
- b. . . . enhance and promote development of new commercial areas by striving for superior design and landscaping that will contribute to the safety and well being of all those who use them.

#### ACTION PLAN:

- a. Create adequate zoning districts that meet the commercial needs of people in the Roseville planning area.
- b. Zone sufficient undeveloped land for commercial development that will meet the needs of people in the Roseville planning area.
- c. Maintain an architectural review board that will review all new commercial development in terms of landscaping, site designs, architecture, parking and signs.

#### FINDING:

Development of commercial activities along major arterials, especially in the older sections of town where small lots exist, usually cause access, parking and safety problems. Prime examples of this have accrued along Riverside, Atlantic and Douglas where a large number of ingress and egress points are located along a short distance of road.

#### POLICY:

Commercial stripping along heavily traveled arterials should be prohibited where its development will cause hazards to traffic safety and reduction of off-street parking requirements.

#### ACTION PLAN:

- a. Proper zoning along major arterials should be established to reduce commercial stripping.
- b. Proper coordination between adjacent sites on major arterials shall be sought by the site review process.

#### FINDING:

Neighborhood shopping areas are viable commercial activity in a confined area within the community. Activities of this nature normally revolve around a convenience food store. There are currently 12 such sites throughout the City.

#### POLICY:

The City shall maintain the concept of a neighborhood commercial area which should be limited to convenient shopping activities only.

## ACTION PLAN:

A neighborhood commercial zone shall be maintained within the City's zoning ordinance which limits activities to the following:

- a. Uses shall be of a convenient nature only.
- b. The lot size shall be limited to 1 acre or smaller.
- c. It shall be located on collector streets adjacent to neighborhood residential areas.

## FINDING:

Commercial activity within the City has become too centralized. Almost all of the major commercial activities exist in the central business district along Riverside and in the Douglas/Harding area. This has created heavy traffic and congestion along the major arterial streets of Douglas, Riverside, Vernon and Harding. There are limited commercial developments which are larger than a neighborhood convenience area or smaller than a large super market/shopping center within the City to relieve the congestion in the centralized areas.

## POLICY:

The City shall establish and encourage the development of "satellite" commercial areas to help relieve some of the traffic congestion on the central City streets and provide convenient shopping areas.

## ACTION PLAN:

The City shall establish areas on the land use map for "satellite" convenient centers that observe the following criteria.

- a. This classification shall encompass several neighborhood areas and be designed to serve the convenience shopping needs of the residents.
- b. It shall be located along arterial streets.
- c. The size of the center shall be between 5 and 10 acres.

## FINDING:

The general retail activities that make up the central business district and shopping center areas represent the major commercial activities in the City. Uses comprising this area have been limited to soft line and hard line goods and services including major department stores, supermarkets and a variety of restaurants.

#### POLICY:

The City shall maintain a General Retail District for central business and shopping center activities.

#### ACTION PLAN:

The City's zoning ordinance shall maintain a zone for central business district and shopping center activities.

#### FINDING:

The City has a large number of auto-oriented heavy commercial activities. They are located along major arterial streets. Past development has caused problems with commercial stripping and conflicts with adjacent residential land uses. Included in this category are auto-related service, repair and sales.

#### POLICY:

The City shall provide districts for heavy commercial activities in areas that do not conflict with adjacent land uses.

#### ACTION PLAN:

- a. The City's zoning ordinance shall maintain a zone for heavy commercial uses.
- b. Performance standards shall be established for this zone creating minimum noise levels, working hours and working conditions for activities of this district that may be in conflict with adjacent land uses.
- c. This district shall be located along major arterials on large parcels.
- d. Proper site review on new developments shall occur to insure good ingress and egress and reduce traffic congestion and hazards usually associated with this district.

#### FINDING:

Current new commercial development within the City has developed in shopping center areas which are away from the central business district. The shopping centers have attracted many of the retail trade and business out of the central district and into the shopping centers. There now exists a frequent turnover of small shops while parking continues to be a problem.



#### POLICY:

Encourage the development and redevelopment of the central business district.

#### ACTION PLAN:

- a. Reduce development requirements in such areas as parking.
- b. Establish a parking district.
- c. Actively pursue funded sources for revitalization.

#### FINDING:

The "old downtown" area of the City has a historical significance that few cities have. The area itself has been in a declining state for years with little development or redevelopment. There are some viable activities and specialty shops in the area.

#### POLICY:

The City shall encourage efforts that would lead to the redevelopment of the "old downtown" area.

#### ACTION PLAN:

- a. Actively pursue funding sources for revitalization of the area.

#### INDUSTRIAL

The Placer County Office of Economic Development and the Roseville Chamber of Commerce constantly strive and encourage industrial development within the County and City.

#### POLICY:

The City shall cooperate with and assist the Placer County Office of Economic Development and Roseville Chamber of Commerce in implementing programs which seek to attract the types of industries that would be compatible with and complement existing industry and utilize the City's existing resources.

#### FINDING:

Industrial uses, by their general nature, create certain amounts of noise, pollution and traffic generation. Because of these impacts, placing of industrial areas should be done carefully to insure against conflicts with adjacent land uses.

#### POLICY:

The City shall insure that incompatible land uses are not located adjacent to industrial uses or vice versa.

#### ACTION PLAN:

- a. The City shall develop and maintain industrial areas on the land use plan that are compatible with adjacent uses.
- b. The City shall establish consistent zoning to insure compatibility.
- c. Develop and enforce performance standards related to the construction and operation of industrial facilities.

#### FINDING:

Industrial parks provide for a better arrangement of industrial activities within the community. It provides a central location for major utilities and heavy transportation networks needed for industrial development. Development of industrial activities in this manner also provides a defined area for manufacturing, distribution, warehousing and processing of goods that may otherwise be scattered throughout the community.

#### POLICY:

Industrial subdivisions or parks should be developed and designed so as to promote industrial development and efficient land use and reduce site costs, while providing a broader, more diversified tax base.

#### ACTION PLAN:

The City shall seek to establish industrial parks based upon following criteria:

- a. Industrial sites should be readily accessible to major transportation routes.
- b. Adequate utilities shall be existing or easily accessible.

- c. District boundaries, natural or man-made, should separate industrial and residential areas.

#### FINDING:

North of the City limits along Highway 65 is land currently being developed for industry. Since such land when developed would help relieve unemployment and create a substantial tax base, annexation of this land is highly desirable.

#### POLICY:

The City shall consider areas for annexation areas that are adjacent to the City limits and that are compatible for industrial uses.

#### ACTION PLAN:

- a. Actively pursue lands that have industrial potential for annexation.

#### FINDING:

The range of intensity of industrial activity is quite varied within the City. Small shop activities employing one or two individuals creates less of an impact on the surrounding land uses than a large plant employing hundreds. District classifications within the manufacturing range should be developed.

#### POLICY:

The City shall provide an area for small manufacturing uses.

#### ACTION PLAN:

Create a commercial/manufacturing zone which is designed for borderline heavy commercial and light manufacturing activities by following the criteria listed below:

- a. Activities should be small in nature with few employees.
- b. Development on small lots only.
- c. Performance standards shall be established to insure land use compatibility.
- d. Use of proper zoning and site review standards.

#### POLICY:

The City shall provide an area for light and intermediate manufacturing uses.

#### ACTION PLAN:

The City shall provide areas for light and intermediate manufacturing activities following the basic criteria listed below:

- a. Adjacent to major transportation routes.
- b. Accessibility to all major utilities.
- c. Natural or man-made buffers dividing them and possible conflicting land uses.
- d. Performance standards to be created to limit the possibility of noise and air pollution.
- e. Proper zoning and site review.

#### POLICY:

The City shall provide an area for heavy manufacturing.

#### ACTION PLAN:

Criteria used for heavy industrial areas should be as follows:

- a. These uses shall be predominantly reserved for industrial parks where major transportation and utility requirements can be handled.
- b. Must be in an area with good accessibility for a large number of employees.
- c. It must be isolated from adjacent land uses that may be in conflict in order to prevent possible irritation from noise and other pollutants.
- d. Proper zoning and site review techniques.

#### AGRICULTURAL:

There are agricultural areas in the City and Planning Area that productively engage in crop and livestock production. Much of this land exists on large tracts and are in agricultural preserves.



## POLICY:

- a. The City shall encourage the establishment of agricultural preserves.
- b. The City shall establish agricultural land districts that protect permanent agricultural area from urban development.

## ACTION PLAN:

The following agricultural district should be adopted:

### PERMANENT AGRICULTURAL DISTRICT

Minimum size of land parcels shall be one dwelling unit per every 80 acres. Criteria used in determining this category would be based on the productivity of the land for agricultural activities, whether or not the land is in agricultural preserve and the soil type of the land indicating its potential productivity. This category is designed to protect agricultural areas. Secondary housing should be allowed when connected with farm labor activities.

## FINDING:

In some areas of the City exist agricultural lands that are on the fringe of urban development. These areas should also be protected for their agricultural value but with the recognition that the urbanized area could expand into it, based on its geographical area. Minimum size of parcel should be established.

## POLICY:

The City shall establish an agricultural land district which protects marginal and productive agricultural lands that are on the fringe of urban development.

## ACTION PLAN:

The following agricultural district should be adopted:

### AGRICULTURAL DISTRICT

Standards for this district category shall be a maximum of one dwelling unit per 20 gross acres. This district classification shall be reserved for areas where agricultural activities are interim in nature awaiting urbanization and shall serve as a buffer between urban developments and permanent agricultural districts.



## **HOUSING ELEMENT**

### **Purpose and Scope**

The purpose of this element is to analyze the socio-economic characteristics of Roseville's population and the existing housing stock and, using this analysis, provide guidelines necessary for the development of housing to meet the needs of existing and future residents. The housing element is concerned with four (4) major issues:

1. The number and type of housing units required to meet the needs of the existing population and the anticipated population growth to 1980.
2. The formulation of standards and plans for the improvement of the existing housing stock.
3. The amount of acreage in the land use plan that should be designated for residential useage during the time frame of the General Plan.
4. The areas of the City's plan area that should be designated for residential uses during the time frame of the General Plan.

By incorporating these issues into the formulation of a plan to meet the City's housing needs, the housing element is intended to provide public officials, City staff, propriety owners, developers and other interested parties with an adopted guidelines which proposes the type, quantity and location for future residential construction.

The scope of the housing element is to present the housing problems identified by the Housing Element Subcommittee, support them with findings from the 1975 Special Census and recent field surveys, and propose policies and action plans that could be adopted and implemented to alleviate or eliminate the problems.

## **General Findings and Policies**

### **1. FINDING:**

Many young families from Roseville as well as outside the City must seek housing outside the community because of the limited availability of housing within their income range. In addition, the lack of housing for moderate and lower-income households also restricts the upward mobility (in terms of better housing) of families within the City often resulting in local families moving out of the community.

#### **POLICY:**

Provide sufficient housing for moderate and lower income households to discourage the out migration of young Roseville families, as well as allowing for improved mobility for local households.

### **2. FINDING:**

Historically, the development of housing for lower income households has been concentrated in a few areas of Roseville, thereby limiting the mobility and housing options for these households.

#### **POLICY:**

Provide for new housing serving lower income families to be spread evenly throughout the City.

### **3. FINDING:**

The provision of housing for moderate and lower income households will be the result of private, not public development because of limited public funds available for such housing.

#### **POLICY:**

Adopt a system in which residential developments are assessed an in-lieu fee per lot. Said in-lieu fees would be reduced as the density increases, and would be placed in a special fund to provide existing improvement standards and housing rehabilitation loans in older residential areas.



#### 4. FINDING:

A disproportionate share of lower income housing in a community generates less tax revenue and adversely impacts the level of City services.

#### POLICY:

Develop a range of lower-moderate and higher-priced housing in order to generate sufficient tax revenue to maintain an adequate level of City services.

## **Specific Findings, Policies and Action Plans**

#### 1. FINDING:

There are critical problems in attempting to provide housing for persons with very low incomes based on the following factors:

- a. The highest priced sales housing these households can afford (based on 2.5 times income ratio) cannot be financially constructed nor obtained in the existing resale home market.
- b. The maximum monthly rental these households can afford (based on one-fourth monthly income ratio) cannot be financially marketed without some form of subsidy.
- c. Rental housing in Roseville is scarce with only a 2.5% vacancy rate. Turnover is low, and vacated rentals are reoccupied almost immediately.
- d. Due to economics, very low income families require newly constructed subsidized rental housing.
- e. There are a large number of households in the very low income category. Those within this category presently account for 28% of Roseville households. While precise information on retirees is not readily available, it is estimated that a significant proportion of this percentage is retired elderly persons.
- f. There are 949 existing rental units in the City with monthly rents less than \$125. This represents 15% of all dwelling units within the City.
- g. FHA Section 236 rental housing is limited both in existing facilities (136 units) and possible future facilities.



- h. There is no local public housing authority capable of administering federal and state programs which provide housing for very low income households.

#### POLICY:

Provide adequate housing for existing and future very low income households (as determined by Federal standards) by meeting a minimum quota of such housing each year. Realizing that any established quota should consider that many very low income households currently have adequate housing, and that the City does not wish to adversely impact the community with a disproportionate share of very low income households.

#### ACTION PLAN:

Housing services for very low income families shall be provided through one of the following options:

- a. Developer participation in federal and/or housing program which provides housing for low and moderate income families.
- b. Assessment of an in-lieu fee per unit on all residential developments. Said in-lieu fees would be reduced as the density increases, and would be placed in a special fund to provide existing improvement standards and housing rehabilitation loans in older residential areas.

The City shall establish a contractual relationship with the Sacramento Housing and Redevelopment Agency for the purpose of making operational Roseville's quasi-public housing authority. This will insure Roseville's eligibility for Federal and State monies to provide housing for lower income households.

## 2. FINDING:

There is a lack of available housing for persons with low incomes based on the following factors:

- a. The highest priced sales housing these families can afford currently ranges between \$15,000 and \$22,500 (based on 2.5 times income ratio).
- b. The current minimum price for new single-family housing in Roseville is approximately \$32,000. Existing single-family homes cannot be purchased for less than \$20,000 without substantial rehabilitation.
- c. The maximum monthly rental these families can afford ranges between \$125 and \$188 (based on one-fourth monthly income ratio).

- d. Rental housing in Roseville is scarce based upon a 2.5% vacancy rate. Vacated rentals become reoccupied almost immediately.
- e. Due to economics, housing for low-income families must be provided in the form of newly-constructed subsidized rental housing, older existing rental housing, triplex, fourplex, apartment and mobile home development.
- f. Over 16% of Roseville households fall within the low-income category. While precise information on retirees is not readily available, it is estimated that a significant proportion of this percentage is retired elderly persons.
- g. There are 750 existing rental units in the City with monthly rents between \$125 and \$188. This represents 12% of all dwelling units within the City.
- h. There are 612 existing owner-occupied units in the City with monthly payments ranging between \$125 and \$188. This represents 10% of all dwelling units within the City.

#### POLICY:

Provide adequate housing for existing and future low-income households (as determined by Federal standards) by meeting at least a minimum quota of such housing each year, realizing that any established quota should consider that many of the households within this income range currently have adequate housing.

#### ACTION PLAN:

Housing services for low-income families shall be provided through one of the following options:

- a. Developer participation in federal and/or state housing programs which provide housing for low- and moderate-income families.
- b. Developer construction of triplex, fourplex, apartment and mobile home park developments
- c. Assessment of an in-lieu fee per unit on all residential developments. Said in-lieu fees would be reduced as the density increases, and would be placed in a special fund to provide existing improvement standards and housing rehabilitation loans in older residential areas.

### 3. FINDING:

In addition to lower income households, families classified as having moderate incomes also have limited housing choices because of the following:

- a. The highest priced sales housing a moderate income household would currently qualify for is \$33,500 (based on 2.5 times income ratio). Presently, there is only one subdivision in Roseville offering new homes under this price level.
- b. Moderate income families can pay up to \$280 a month for rent based upon a one-fourth monthly income ratio, but rental housing is scarce within the City. Vacated rentals become reoccupied almost immediately.
- c. Due to economics, housing for moderate income families must be provided in the form of resale housing needing minor rehabilitation, new housing "without the frills," cluster or attached housing, duplex, triples, fourplex, townhouse, condominium, apartment and mobile home development.
- d. Those households within the moderate income category presently represent over 21% of all Roseville households.
- e. There are 246 existing rental units in the City with monthly rents above \$188. This represents 7% of all dwelling units within the City.
- f. There are 462 existing owner-occupied units in the City with monthly payments range from \$188 to \$280. This represents 7% of all dwelling units within the City.

### POLICY:

Provide adequate housing for existing and future moderate income households (as determined by Federal standards) by meeting a minimum quota of such units each year, realizing that any established quota should consider that many of the families within this income range currently have adequate housing.

### ACTION PLAN:

Housing services for moderate-income, families shall be provided through one of the following options:

- a. Developer construction of single-family housing "without the frills," cluster or attached single-family housing, duplex, triplex, fourplex, townhouse, condominium, apartment and mobile home park development.

- b. Assessment of an in-lieu fee per unit on all residential developments. Said in-lieu fees would be reduced as the density increases, and would be placed in a special fund to provide existing improvement standards and housing rehabilitation loans in older residential areas.

#### 4. FINDINGS:

- a. In the period between 1970-1975, the City's elderly population increased 30%. This represented a 2.2% increase (to 16.4%) of the total population.
- b. Other than nursing homes, the City has only one apartment project (64 units) serving the specific housing needs of elderly citizens.

#### POLICY:

Provide housing that meets the specialized needs of the elderly and/or handicapped.

#### ACTION PLAN:

- a. Determine the availability of all governmental programs to provide housing for the elderly and/or handicapped.
- b. Actively pursue existing federal and state programs for construction of housing for the elderly and/or handicapped.

#### 5. FINDINGS:

- a. Of the 434 housing units judged to be substandard by the Special Census, nearly 80% of them are suitable for rehabilitation.
- b. Many of the City's older housing units are owned and occupied by elderly citizens who cannot afford even minimal maintenance costs.
- c. With the demand much greater than the existing supply, the owners of rental units often neglect maintenance without fear of losing rental income. This trend intensifies structural blight and leads to neighborhood deterioration.
- d. Rehabilitation in a few designated planning areas could preserve the areas as viable urban neighborhoods.
- e. Residential code enforcement by the City Building Division is presently handled only on a complaint basis and during remodeling inspections.



- f. Systematic code enforcement programs around the country have proven to be an adequate method for preserving the existing housing stock.
- g. Older homes are becoming the only sales housing available to most younger households.

#### POLICY:

Establish a mechanism for preserving and upgrading existing neighborhoods and housing structures.

#### ACTION PLAN:

- a. Undertake an exterior housing condition survey in order to designate areas throughout the City which are suitable for rehabilitation.
- b. Pursue state and federal funding sources which are available for rehabilitation loans and/or grants for improving declining neighborhoods (e.g. - Neighborhood Preservation Programs, Community Development Block Grants).
- c. Implement a program for inspecting all existing rental units prior to a change in occupancy in order to insure their compliance with existing City building codes.

## 6. FINDINGS

- a. The average selling price of a new single-family home in the Sacramento housing market area increased by 13% between 1975 and 1976, to just over \$39,500.
- b. With the median annual income for the City barely over \$10,000 it appears that more than one-half of the existing population is priced out of the City's new home market (based on 2.5 times income ratio).
- c. The developing areas of Roseville are catering to the housing needs of those employed in the Sacramento area -- with the result that nearly 50% of the labor force works outside the City.
- d. City improvement standards and zoning regulations contribute to the cost of housing construction to varying degrees.

## POLICY:

Attempt to reduce the cost of housing to the point where a household, desiring to live and work in Roseville, can afford to obtain adequate new housing.

## ACTION PLAN:

- a. Establish PD performance standards which encourage design flexibility in order to enable developers to reduce housing costs. These standards could permit modifications in existing improvement standards and zoning regulations (e.g. -- smaller lot sizes, reduced parking requirements, reduced setback requirements increased densities, etc.) whenever it can be shown that such modifications would help reduce development costs.
- b. Continuously seek means of streamlining the processing time required for development approvals.

## 7. FINDINGS:

- a. Residential growth south of the City in Sacramento County is creating spill-over effects on vacant undeveloped property in Roseville (e.g. -- raising land values and taxes which encourage development).
- b. There is a predominance of land zoned for single-family housing to the exclusion of land zoned for multiple development.
- c. Proposals for residential development are based solely on market conditions at the expense of their impact on existing City services and the population they will serve.
- d. In the five year period (1971-1975), only 238 multiple units were constructed within Roseville.
- e. Two (2) mobile home developments have been approved. One is presently being developed.
- f. Most residential development within the City is occurring east of Interstate 80. As of January, 1977, 64% of all existing vacant but improved R-1 residential lots were located east of the freeway. In addition, 73% of all approved but unimproved R-1 residential lots were located east of the freeway.

## POLICY:

Create a balanced residential growth pattern.

### ACTION PLAN:

- a. Insure the provision of ample numbers of rental and owner occupied housing convenient to public services and facilities.
- b. Discourage leap frog development by permitting residential construction only in areas served by adequate levels of public services.
- c. Utilize the special census and other currnet data as it becomes available in order to effectively plan for future housing needs.

## **Summary-Plan For Housing**

A summary of the Plan for Housing is presented on the following two pages. Problems have been identified, and policies to help solve these problems have been formulated. Action completed refers to housing activities already undertaken in Roseville, prior to adoption of this Plan.

The Action Plans are short-range in scope. They are meant for immediate implementation in order to begin to solve identified housing problems and achieve housing goals. For Solutions and achievements to continue, new action programs must be formulated and implemented on a continual basis.

Target dates indicated are used as a guide to measure Plan achievements. Responsible Agency refers to who is responsible for the implementation of a particular action plan.

1-a. Lack of available housing for persons with low and moderate incomes.	Provide adequate housing for existing and future low and moderate income households by meeting a minimum quota of such housing each year.	<ul style="list-style-type: none"> <li>- In 1974, the City Council established themselves as quasi-public housing authority recognizing the need for such a body to insure the provision of safe and sanitary dwelling accommodations for persons of lower incomes.</li> </ul>	<ul style="list-style-type: none"> <li>- Contract for technical services with the Sacramento Housing Authority and Redevelopment Agency in order to pursue federal and state funding for housing for those with lower incomes.</li> </ul>	Fiscal year 1977-78	City Planning Department and City Attorney
1-b. Lack of sufficient alternative types housing for the non-family market.		<ul style="list-style-type: none"> <li>- The City has only one apartment project (72 units, constructed in 1972) serving the housing need of lower-income families.</li> <li>- City Council has approved two mobile home developments during the past two years consisting of 539 mobile home pads.</li> <li>- The City has approved only <u>238</u> multiple units in the past five years.</li> </ul>	<ul style="list-style-type: none"> <li>- Assessment of an in-lieu fee per unit on all residential developments. Said in-lieu fees would be reduced as the density increases, and would be placed in a special fund to provide existing improvement standards and housing rehabilitation loans in older residential areas.</li> </ul>	Fiscal year 1977-78	City Planning Department and Building Department
2. Lack of housing designed to meet the special needs of elderly and handicapped citizens.	Provide housing that meets the specialized needs of the elderly and handicapped.	The City has only one project (64 units approved in 1972) serving the needs of elderly citizens.	<ul style="list-style-type: none"> <li>- Determine the availability of all governmental programs to provide housing for the elderly and/or handicapped.</li> </ul>	Now through 1980	City Planning Department
			<ul style="list-style-type: none"> <li>- Actively pursue existing federal and state financing programs for construction of housing for the elderly and/or handicapped.</li> </ul>	Now through 1980	City Planning Department
3. Lack of a code enforcement/rehabilitation program for preserving and upgrading the existing housing stock.	Establish a mechanism for preserving and upgrading existing neighborhoods and housing structures.	<ul style="list-style-type: none"> <li>- City ordinance requires that any rehabilitated residential unit must conform to the Uniform Building Code. Code violations are presently handled on a complaint basis only.</li> </ul>	<ul style="list-style-type: none"> <li>- Undertake an exterior housing condition survey.</li> </ul>	Fiscal year 1977-78	City Building Department
			<ul style="list-style-type: none"> <li>- Pursue state and federal funding sources which are available for rehabilitation loans and/or grants for improving declining neighborhoods.</li> </ul>	Fiscal year 1977-78	City Planning Department
			<ul style="list-style-type: none"> <li>- Implement a program for inspecting all existing rental units prior to a change in occupancy in order to insure their compliance with existing City building codes.</li> </ul>	Fiscal year 1977-80	City Planning Department and Building Department



PROBLEM	POLICY	ACTION COMPLETED	ACTION PLAN	TARGET	RESPONSIBLE AGENCY
4. Increasing cost of conventional market housing.	Attempt to reduce the cost of housing to the point where a household of average income, desiring to live and work in Roseville, can afford to obtain adequate new housing.	The City has established planned development zones (PD) to encourage compatible development.	- Establish PD performance standards which encourage design flexibility in order to enable developers to reduce housing costs. These standards could permit modifications in existing improvement standards and zoning regulations whenever it can be shown that such modifications would help reduce developments costs.	Fiscal year 1977-78	City Planning Department
			- Seek means of streamlining the processing time required for development approvals.	Continuously	All City Staffs
5. Lack of a rational plan to provide guidance in determining the type and location of residential development.	To create a balanced residential growth pattern.	Formulation of a housing element is presently underway.	- Adoption of a City-wide housing element.	Fiscal year 1976-77	
			- Discourage leapfrog development by encouraging residential construction in areas served by adequate levels of public services.	Continuously	City Planning and Public Works Departments
			- Insure the provision of ample numbers of rental and owner-occupied housing convenient to public services and facilities.	Now through 1980	City Planning Department
			- Utilize the special census data to effectively plan for future housing requirements.	Now through 1980	City Planning Department

COMMUNITY DESIGN ELEMENT  
Element to be completed in the future.

PUBLIC BUILDINGS ELEMENT

Element to be completed in the future.

PUBLIC SERVICES ELEMENT  
Element to be completed in the future.



REDEVELOPMENT ELEMENT

Element to be completed in the future.

# Community Resources Elements

**Open Space and Conservation**

**\* Energy**

**\* Economic Resources**

**\* Historical Preservation**

**\* Human Resources**

**\* Recreation**

\* Element to be completed in the future

## TABLE OF CONTENTS

	<u>Page</u>
General Goal . . . . .	IV-1
Approach . . . . .	IV-1
Assumptions . . . . .	IV-2
OPEN SPACE AND CONSERVATION ELEMENT . . .	IV-4
Purpose and Scope . . . . .	IV-4
General Findings, Policies and Action Plans . . . . .	IV-5
Specific Findings, Policies and Action Plans . . . . .	IV-5

## **General Goal**

To properly allocate and preserve the recognized resources within the plan area in a manner that will prove both socially and economically beneficial to the citizens of Roseville.

## **Approach**

This grouping of elements addresses the various physical and socio-economic assets that exist within the plan area by first recognizing what assets exist and, secondly, how to properly allocate and preserve them. Included in this grouping are the mandatory elements of Open Space and Conservation, which for this general plan, will be treated basically as one element since both deal with the same resources. In addition, the optional elements of Recreation and Historical Preservation will be treated as subtopics under open space and conservation, but may be expanded as full elements in the future.

Although the other two optional elements, human resources and economic resources, will not be included as a part of this general plan document, they have been included in this grouping for future implementation.

### RELATIONSHIP OF INDIVIDUAL ELEMENTS WITHIN THIS GROUPING

The unifying theme of this grouping is the presence of a resource that can be drawn upon to benefit the Community. The individual element titles indicate reasonably well the category of resources addressed and can be listed as follows:

OPEN SPACE AND CONSERVATION involves physical assets such as stream systems and agricultural lands.

ECONOMIC RESOURCES as the name implies, deals with the economic make-up of the community.

HUMAN RESOURCES again as the name implies, deals with the beneficial workings of people.

RECREATION draws upon both physical and social assets of the community.

HISTORICAL PRESERVATION can be classified as having socio-economic orientation.

#### RELATIONSHIP OF THIS GROUPING WITH OTHER GROUPINGS

The Community Resources Grouping is most closely related to the Community Form Grouping, and more specifically the land use element since the implementation of community resources is accomplished through the allocation of land use such as designation of agricultural lands, greenbelt areas, public facilities, and areas of historic importance.

The Community Resources Grouping is related to the Circulation Grouping to the degree that the combination of land use and circulation with resultant urban development may threaten the preservation of recognized resource areas.

## Assumptions

To properly plan for the allocation and preservation of community resources, assumptions must be made for those trends that directly affect community resources, and are not otherwise known as fact. The following assumptions are primarily based on existing and past trends.

IT IS ASSUMED THAT . . . .

- A. . . . . as urban growth occurs, the natural or physical resources will decrease with encroachment of agricultural lands accelerating as the "filling in" process continues to reduce the availability of non-agricultural lands.
- B. . . . . the demand for recreational facilities, both for formal and informal use, will increase because of population and leisure time increases.
- C. . . . . acquisition of land, for purposes, other than for public parks, will be increasingly difficult because of limited state and federal funds for such acquisition.
- D. . . . . agricultural activities within the plan area will continue to be of extensive rather than an intensive nature, requiring large tracts of land to make production feasible.



- E. . . . Roseville will continue to be on the urban fringe of the Sacramento Metropolitan area, and will continue to serve as a transition from urban to rural land uses.
- F. . . . growth patterns between Roseville and Sacramento County will result in a loss of Roseville's physical identity unless a noticeable transition area is provided.



# **OPEN SPACE AND CONSERVATION ELEMENT**

## **Purpose and Scope**

The purpose of this element is to analyze existing physical resources and their current consumption in order to formulate policies and action plans for their future allocation, preservation and enhancement.

The scope of the element is to treat open space and conservation together since those resources to be considered for conservation are the same being designated as a type of open space. Specific policies and action plans will be addressed under the following topics:

1. Natural Resources.
2. Managed Production of the Resources.
3. Outdoor Recreation.
4. Public Health and Safety

A general finding and policy relating to open space and its relationship to other land uses will serve as a guide in the eventual allocation of open space - designated lands.

# **General Findings, Policies and Action Plans**

## **1. FINDING:**

Open space, per se, is a by-product of other land uses, and would normally not exist except for values placed on the land that would allow for its preservation. For example, agricultural lands may be considered as open space, but the primary land use function is for agricultural production; floodplains are regulated solely for public safety purposes, however, they provide some open space; and scenic lands are preserved because of unique physical qualities, that, as a by-product, produce open space.

## **POLICY:**

Open space shall be treated as a by-product of other land uses where the primary land use function establishes the need for preservation.

## **2. FINDING:**

Some properties, suitable for public use, are difficult to acquire by dedication because of their low development potential; that is, the land is unlikely to be developed as a subdivision or other project which would prompt the owner to offer some of it for dedication.

## **POLICY:**

Provide for purchase of desirable lands by allocating funds in the City budget to be used for land acquisition projects.

# **Specific Findings, Policies and Action Plans**

## **NATURAL RESOURCE**

### **1. FINDINGS: Plant and Animal Communities.**

There are no recognized endangered plant or animal species within the plan area. Plant and animal communities that exist in the plan area also exist elsewhere in Placer County.

The prominent plant and animal species within the plan area consist of riparian habitats of the stream systems, and the several varieties of native trees.

Some plant and animal habitats within the plan area are limited and may be considered unique locally. An example are the vernal pools associated with the Mehrten geologic formations.

Development involving streambeds, and therefore, riparian habitats, is limited because of the flooding nature of most stream systems.

Native trees currently co-exist with most new developments since, in most cases, they result in an economic as well as aesthetic asset to developers.

#### POLICY:

Provide for the preservation of diverse habitats (e.g. -- riparian habitats), native trees and unique plant species or habitats.

#### ACTION PLAN:

- a. Designate all streambed systems as greenbelt areas whereby riparian habitats may be preserved.
- b. Draft and adopt an ordinance establishing the means to preserve native trees and identified unique plant and animal environments.

## 2. FINDINGS: Streambed System.

The primary stream system has a drainage area of over 80 square miles extending north through Rocklin, east into the Loomis Basin, and south into a portion of Sacramento County. Most of the urbanized area drains into this system and, therefore, is directly affected by its ability to carry storm flows. The U.S. Army Corps of Engineers has designated the floodway area of the primary stream system within the City limits and combined with the City's Floodplain Ordinance, use of the primary streambed system is restricted. The Corps of Engineers has not determined the effects on the streambed system from continued development within the plan area.

Approximately 50% of the length of Dry Creek (east of Riverside Avenue), Cirby Creek, and Linda Creek (within the City) has been purchased by or dedicated to the City in order to implement the adopted Park and Streambed Plan which will ultimately result in an intracity bike/pedestrian trail system. A current policy is to require dedication of streambed land when such land is a part of a development project. Other methods of acquisition have included purchase and condemnation.

Although the secondary stream systems do not have year-round flow, they still provide for storm runoff and are areas of plant and animal concentrations.



## POLICY:

Provide for the preservation of the streambed systems to insure (a) public safety from storm runoff; (b) to allow for proper maintenance; and, (c) public access, use and enjoyment.

## ACTION PLAN:

- a. Continue to enforce the existing flood plain ordinance in cooperation with the U.S. Army Corps of Engineers.
- b. Direct the Corps of Engineers to study the full effects of development on the streambed systems to determine if development should be limited.
- c. Designate all streambed systems for possible acquisition as green-belt areas.
- d. Require dedication of primary streambed lands that are a part of development projects that occur after the adoption of this general plan. A minimum area for dedication shall be established for each project that is consistent with land previously dedicated from other developments.
- e. Acquisition of streambed lands where no private development is occurring should be accomplished through purchase or donation, and as a last resort, condemnation.
- f. Preservation of secondary streambed systems should be accomplished through the acquisition of scenic and open space easements, or zoning, that identifies and promotes the economic preservation of such systems.

## 3. FINDING: Soils and Geology

Class I soils are limited within the plan area and primarily exist along the streambed systems. Most soils within the plan area are of a Class II or lesser nature and are of moderate value for agricultural uses. The best of these soils are used primarily for grain production.

Because of the material composition of the Mehrten volcanics and conglomerate geologic formation land use potential on these lands is limited. Lands containing this formation are extensive and used almost exclusively as range land with a very low per acre yield factor. Some residential development within the Rocklin area has occurred on the edge of these formations.

In comparison, the Mehreten conglomerate is easier to work with than the Mehrten volcanics.

The geologic survey delineating the various geologic formations within the plan area was based primarily on surface observation; consequently, more specific boundary delineation will require additional geologic study.

#### POLICY:

Those soils which currently support viable agricultural activities, such as grain production, shall not be converted to urban development prior to development of the less valuable, for agricultural uses, lands consisting of the Mehrten formations and associated soils.

#### POLICY:

Allow broad development flexibility on lands designated as the Mehrten formations as a recognition of the physical constraints on the land, and as a means to permit reasonable, economic development.

#### ACTION PLAN:

- a. Adopt a special zone for those lands consisting of the Mehrten formations that will allow sufficient development flexibility to permit reasonable, economic development.
- b. Those lands with soils supporting viable agricultural production shall not be converted to urban uses prior to development of those lands consisting of the Mehrten formations.

### MANAGED PRODUCTION OF THE RESOURCES

#### 1. FINDINGS: Agricultural Lands.

Agricultural activities within the plan area are extensive in nature, requiring large tracts of land to make production economically feasible. Grain production is the most viable agricultural activity although the grazing of sheep and cattle involve more acreage. Grain production within the City now constitutes approximately 25% of Placer County production. In addition, turkey production within the City is 15% of total turkey production within Placer County.

The majority of lands used for grazing coincide with the Mehrten volcanics and conglomerate formations, and cannot support more viable agricultural activities.

Use of the Williamson Act as a means to preserve agricultural use has been a successful tool although it results in loss of tax revenue. Considering City-wide revenues this loss is very minor.

## POLICY:

Encourage continued production of grain and other viable agricultural activities such as raising turkeys and growing orchards, and encourage the conversion of marginal grazing lands for urban uses in place of the more valuable agricultural lands when such conversion complies with an adopted growth policy.

## ACTION PLAN:

- a. Do not allow conversion of grain lands, orchards or turkey operations to urban uses unless indicated by an adopted growth policy. Zone for agricultural use.
- b. Continue to use the Williamson Act as a means of preserving those lands projected for long-range agricultural use. The Williamson Act should not be used for those lands that, according to an adopted growth policy, could be developed within 10 years of the adoption of this general plan.
- c. Establish minimum acreage zoning on all grain lands that require large parcels to insure economic production. For such activities planned for permanent or long range use, an 80-acre minimum would be consistent with Placer County zoning to the west.
- d. For those agricultural lands that may be developed in the future, a 20-acre minimum should be implemented to provide flexibility in determining future circulation patterns when such lands are converted to urban uses. Create necessary zoning districts.
- e. Those agricultural lands used for marginal grazing should be designated for conversion to urban uses prior to other agricultural lands, if in accord with an adopted growth policy.

## 2. FINDINGS: Major Mineral Deposits.

Preliminary private geologic surveys reveal extensive sand and clay deposits within the Strap Ravine Plan Area. Such deposits are generally bounded by Strap Ravine to the north, Sierra College Boulevard to the east, the easterly extension of North Cirby Way to the south, and the Regional City Park to the west.

The quality of such deposits is estimated to be quite high and not extensively found elsewhere in the area. Subsequent research will be conducted by private parties.

#### POLICY:

Provide for the use and preservation of mineral deposits within the Strap Ravine Plan Area if subsequent geologic studies are conducted to verify the extent and importance of such deposits.

#### ACTION PLAN:

- a. Designate the area generally coinciding with the Strap Ravine Plan Area as an interim mineral reserve area until more indepth studies reveal that the extent and value of such deposits warrants preservation.
- b. If such deposits are found to be a limited and valuable resource, the City should adopt a mineral reserve zoning district in accord with State law.
- c. Development potential, other than for a mineral resource, shall be recognized in the General Plan, but only with the stipulation that geologic research be conducted for each proposed development project in order to determine the feasibility and need of establishing a mineral resource area.

### 3. FINDING: Areas of Outstanding Scenic Value

Since the designation of areas as having "scenic value" is so subjective, a list of well-defined sites is difficult to establish without meeting with much disagreement. Within the plan area, there do not appear to exist any areas that exhibit outstanding scenic characteristics, but there are some physical assets within the community that normally would be considered to be scenic in nature. Such assets include the streambed systems, areas with concentrations of trees, and the pastoral setting of the rural areas of the community.

Areas designated as "scenic vistas" are most difficult to preserve because of the amount of land involved, and conflicts that may exist with other potential land uses. But transitional corridors are to the Scenic Highways Element.

#### POLICY:

Provide for the preservation of lands that possess scenic qualities or are associated with roadways that are recognized as community corridors in the Scenic Highway Element.

#### ACTION PLAN:

- a. Delineate scenic areas and community corridors on the General Plan.



- b. Encourage preservation of scenic areas by acquiring scenic and open space easements that will provide the property owner with just compensation and with tax benefits.
- c. Adopt a zone that promotes the economic use of land for scenic purposes.

#### 4. FINDING: Areas of Historical and Cultural Value

Many historical and cultural sites have been identified within the plan area with some already receiving official recognition. A preliminary list of sites includes the first Continental Railroad Marker, Hamon House, Maidu Indian sites, Kaseberg House, Odd Fellows Hall, First Methodist Episcopal Church, McCrae Building, the Depot Saloon, and the West House. The best sources of historically significant sites within the plan area have been written by Leonard N. Davis.

Within the last few years, some historical sites such as the railroad depot and McIntosh House, have been torn down.

#### POLICY:

Provide for the preservation and identification of historically and culturally significant sites within the plan area.

#### ACTION PLAN:

- a. Adopt an ordinance that recognizes sites and events that are deemed to be historically or culturally significant.
- b. Establish funding sources for recognition, preservation, restoration or acquisition of historically designated sites.
- c. Adopt appropriate zoning districts for historical sites.

### OUTDOOR RECREATION

#### 1. FINDING: Areas Suited for Parks and Recreational Purposes

- a. As indicated in the technical addendum, standards for various sized public parks have been formulated. Existing parks generally comply with these standards although many areas of the City are deficient in park facilities.
- b. Existing method of acquiring park sites is through purchase, although some land for parks in the past were donated. Currently, the City can purchase and develop park sites by funds accrued through the residential construction tax and by revenue sharing.

- c. As the community grows, demands for more and varied recreational facilities increases.
- d. The City currently lags behind the actual development of parks even though the property has been purchased, and some funds are available for development.
- e. Although many miles of major utility easements crisscross the community, none have been developed or used for recreational purposes.
- f. Current policies on joint school/park facilities and usage have proven to be an economical and feasible method of developing recreational facilities.

#### **POLICIES:**

- Provide for adequate park and recreational facilities for all existing and future neighborhoods.
- Provide for a hierarchy of public parks and recreational programs to serve the entire plan area.
- Provide for continued public park/school development.
- Provide for use of all major utility easements to encourage intra-city recreational link up.
- Provide for timely improvement of parks when surrounding development warrants it.
- Provide for park trails to be used by pedestrians, bicyclists and other alternative transportation modes.

#### **ACTION PLAN:**

- a. Require as part of project development approval that predetermined park sites be set aside for future acquisition and development.
- b. Require dedication of potential park lands whenever such lands are located in a floodplain area that otherwise cannot be developed.
- c. Establish a priority list of park improvements, with older existing areas deficient in park facilities being given first consideration.
- d. Continue to develop joint park/school facilities.
- e. Adopt the following park standards as minimum requirements for developing park facilities, allowing flexibility to make adjustments in the standards depending on the size and uniqueness of the service area.

## PUBLIC HEALTH AND SAFETY

### 1. FINDING:

The items of concern in this category are discussed in the General Safety Element. They involve earthquake fault zones, unstable soil areas, floodplains, watershed areas and areas of high fire risk.

Appropriate policies and action plans are discussed in that element.

# PARK STANDARDS

COMPONENTS	NEIGHBORHOOD PARK	COMMUNITY PARK	CITY-WIDE PARK
Minimum Acreage per 1,000 population	2.5 acres	1.5 acres	5 acres
Desired size for best results	5-7 acres	30-40 acres	100+ acres
Age Group Served	Primarily youngsters 15 years or younger	Primarily youngsters 15 year or older, adults and family groups	All
Population Served	2,000-3,000	20,000-25,000	50,000+
Service Radius	1/4 - 1/2 mile	1-2 miles	Total City
Facilities that may be included	Apparatus area, paved area for court games, turf area, picnic area, landscaping, play lot for preschoolers, restroom, parking	Field for sports, paved area for court games, family and group picnic, area for special events, off-street parking, night lighting, indoor center, natural area	Large picnic area, boating, swimming, athletic fields, museum, zoo, play area, parking, trails
General Location considerations	Central to service area, preferably in conjunction with school, accessible without crossing major street, railroad	Central to service area on secondary arterials	Convenient to arterials



r

ENERGY ELEMENT

Element to be completed in the future.

ECONOMIC RESOURCES ELEMENT

Element to be completed in the future.

HISTORICAL PRESERVATION ELEMENT  
Element to be completed in the future.

HUMAN RESOURCES ELEMENT

Element to be completed in the future.



RECREATION ELEMENT

Element to be completed in the future.

# Community Safety Elements

**Noise**  
**Seismic Safety**  
**General Safety**

## TABLE OF CONTENTS

	<u>Page</u>
General Goal . . . . .	V-1
Approach . . . . .	V-1
Assumptions . . . . .	V-2
NOISE ELEMENT . . . . .	V-3
Purpose and Scope . . . . .	V-3
Findings . . . . .	V-4
Policies . . . . .	V-9
Action Plan . . . . .	V-9
SEISMIC SAFETY ELEMENT . . . . .	V-10
Purpose and Scope . . . . .	V-10
Findings . . . . .	V-10
Policies . . . . .	V-11
Action Plan . . . . .	V-12
GENERAL SAFETY ELEMENT . . . . .	V-14
Purpose and Scope . . . . .	V-14
Findings . . . . .	V-15
Specific Policies . . . . .	V-16
Action Plans . . . . .	V-17

# General Goal

To provide for the General Safety of the Roseville Community by minimizing hazards caused by natural and human activities.

## Approach

The Community Safety Element Grouping consists of three State-mandated elements:

NOISE  
SEISMIC SAFETY  
GENERAL SAFETY

These elements deal with providing a safer environment for the community by examining the means to minimize possible hazards caused by natural or human activities.

### RELATIONSHIP OF INDIVIDUAL ELEMENTS WITHIN THIS GROUPING

As briefly mentioned above, the theme of each individual element of this grouping is safety. Specifically, each element may be described as follows:

NOISE identifies sources and provides a means to control and abate excessive environmental noise within the Community.

SEISMIC SAFETY examines seismic activity in the area and provides a method of mitigating the impacts of such activity.

GENERAL SAFETY addresses the areas subject to hazardous activities such as flooding, geologic hazards, fire prevention and control and public safety.

### RELATIONSHIP OF THIS GROUPING WITH OTHER GROUPINGS

The Community Safety Grouping is most closely related to the Community Form Grouping, and more specifically the Land Use Element since the existence of community safety factors must be reflected in the allocation of land use.

land use. This grouping also related closely to Community Resource Grouping in that potentially hazardous areas may be utilized for such public purposes as recreation, green belts and other open space activities.

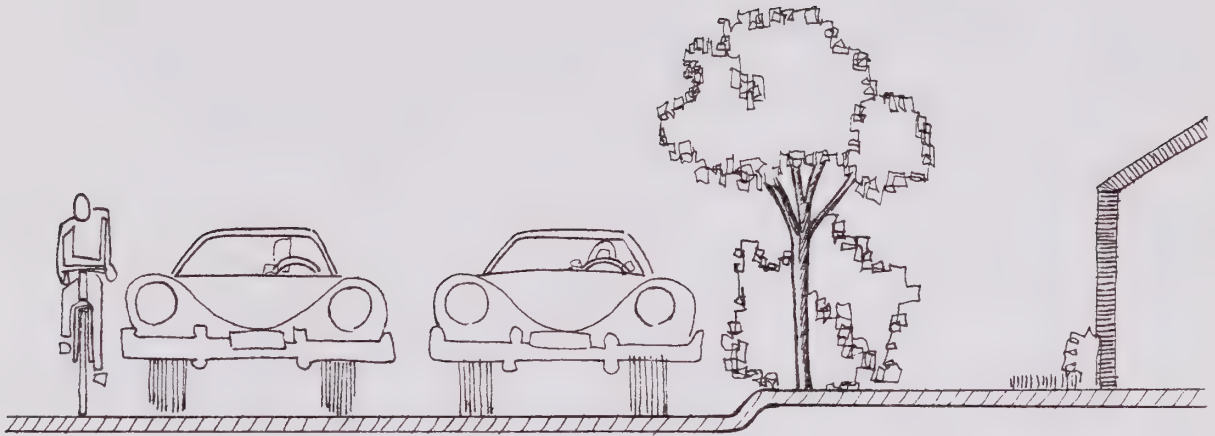
## Assumptions

To properly integrate community safety factors into the General Plan, there are assumptions that must be made that directly affect community safety and are not otherwise known as fact. The following assumptions are not only based on existing and past occurrences, but also on possible future events.

IT IS ASSUMED THAT . . . .

- A. . . . . the automobile will continue to be the dominant mode of transportation in Roseville.
- B. . . . . the following roads will be constructed by 1995:
  - State Highway 65 Bypass
  - State Highway 256 or comparable arterial alignment
  - Extension of Harding Blvd.
  - Regional Park Arterial extending from Cirby Way to Douglas Blvd.
  - Extension of Sunrise Blvd. from Douglas to intersection with Highway 65 bypass
- C. . . . . natural hazards, such as flooding and earthquakes, will continue to occur at about the same frequency as they have in the past.
- D. . . . . the All American Speedway will continue to operate on a seasonal and limited basis.





# **NOISE ELEMENT**

## **Purpose and Scope**

The purpose of this Noise Element is to provide the basis for a program to control and abate excessive environmental noise in Roseville through sound land use planning. This element provides a long range planning tool to achieve noise-compatible land uses in the proximity of existing or planned noise producing sources. It also establishes policies and action plans for the achievement of desirable or acceptable levels of environmental noise exposure throughout the City.

A secondary purpose of this element is to identify those portions of the community which are generators of noise. High or potentially high hazards will be pinpointed and a corrective or preventive program recommended.

Although primary focus of this element will be community or environmental noise emanating from recognized major noise generators, secondary or nuisance noise will also be addressed to the extent that it is covered by an existing City ordinance and how it may relate to performance standards within the zoning ordinance.

# Findings

## NOISE SOURCES:

The principle noise sources in Roseville relate to the circulation system: highways, arterials and the railroad. Such sources are considered, more or less, as constant noise generators as compared with another potential major source, the All American Speedway, which operates only seasonally, on weekends. Although recent litigation has resulted in some restrictions to racing activities, the race track facility should still be considered as a major noise source in planning adjacent land use.

Other potential noise sources that occur on an intermittent basis and that may create compatibility problems with adjacent land use would include special events at public facilities, such as parks and activities at schools. In addition, numerous nuisance noise sources, such as lawnmowers and barking dogs exist throughout the community and should be considered when mitigation and noise standards are formulated.

## NOISE DEFINITION:

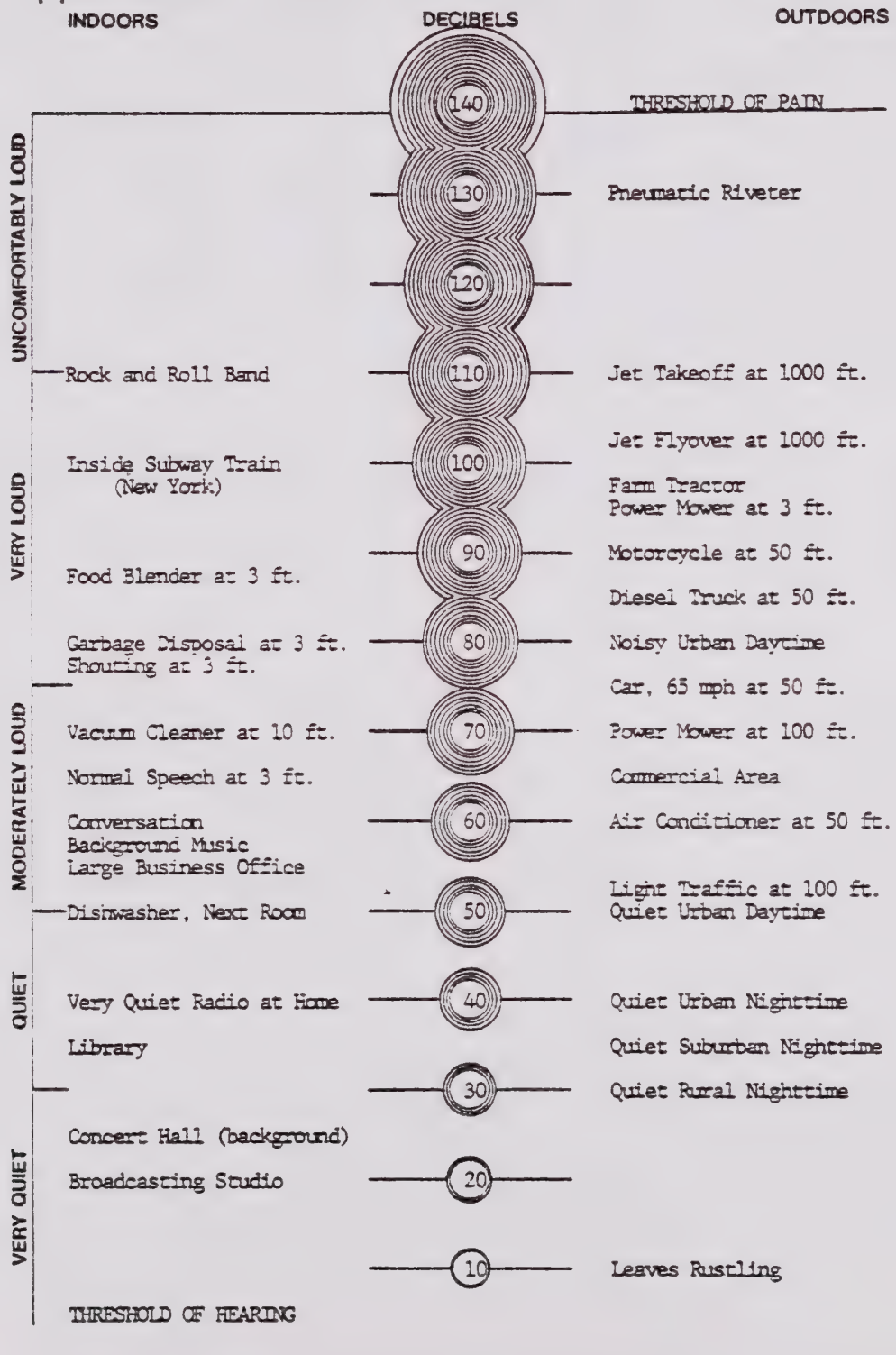
Noise is considered to be any undesired sound or an erratic, intermittent or statistically random oscillation. An average person can hear sound with frequencies (rapidity of sound vibration) from 20 to 20,000 Hertz, the unit of sound frequency measurement. The other major dimension of noise, intensity combine to produce a wide variety of types and qualities of noise.

## NOISE EFFECTS:

Based on studies by the United States Environmental Protection Agency, there is clear evidence to support the following statements about the effects on people of exposure to noise of sufficient intensity and duration.

- Noise can result in temporary hearing losses.
- Noise can permanently damage the inner ear.
- Noise can interfere with speech communication and the perception of other auditory signals.
- Noise can disturb sleep.

# Approximate Sound Levels of Common Noises



- Noise can be a source of annoyance.
- Noise can interfere with the performance of complicated tasks.
- Noise can especially disturb performance when speech communication or response to auditory signals is demanded.
- Noise can reduce the opportunity for privacy.
- Noise can adversely influence mood and disturb relaxation.
- Noise can result in private and community economic costs.

#### NOISE COMPATIBILITY CHART:

The attached chart provides a comparison between the various land uses found in an urban area and the degrees of noise acceptability for each.



## LAND USE COMPATABILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L <sub>dn</sub> OR CNEL, dB						
	55	60	65	70	75	80	
RESIDENTIAL – LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES							
RESIDENTIAL – MULTI. FAMILY							
TRANSIENT LODGING – MOTELS, HOTELS							
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES							
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES							
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS							
PLAYGROUNDS, NEIGHBORHOOD PARKS							
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES							
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL							
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE							

### INTERPRETATION



#### NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



#### CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



#### NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



#### CLEARLY UNACCEPTABLE

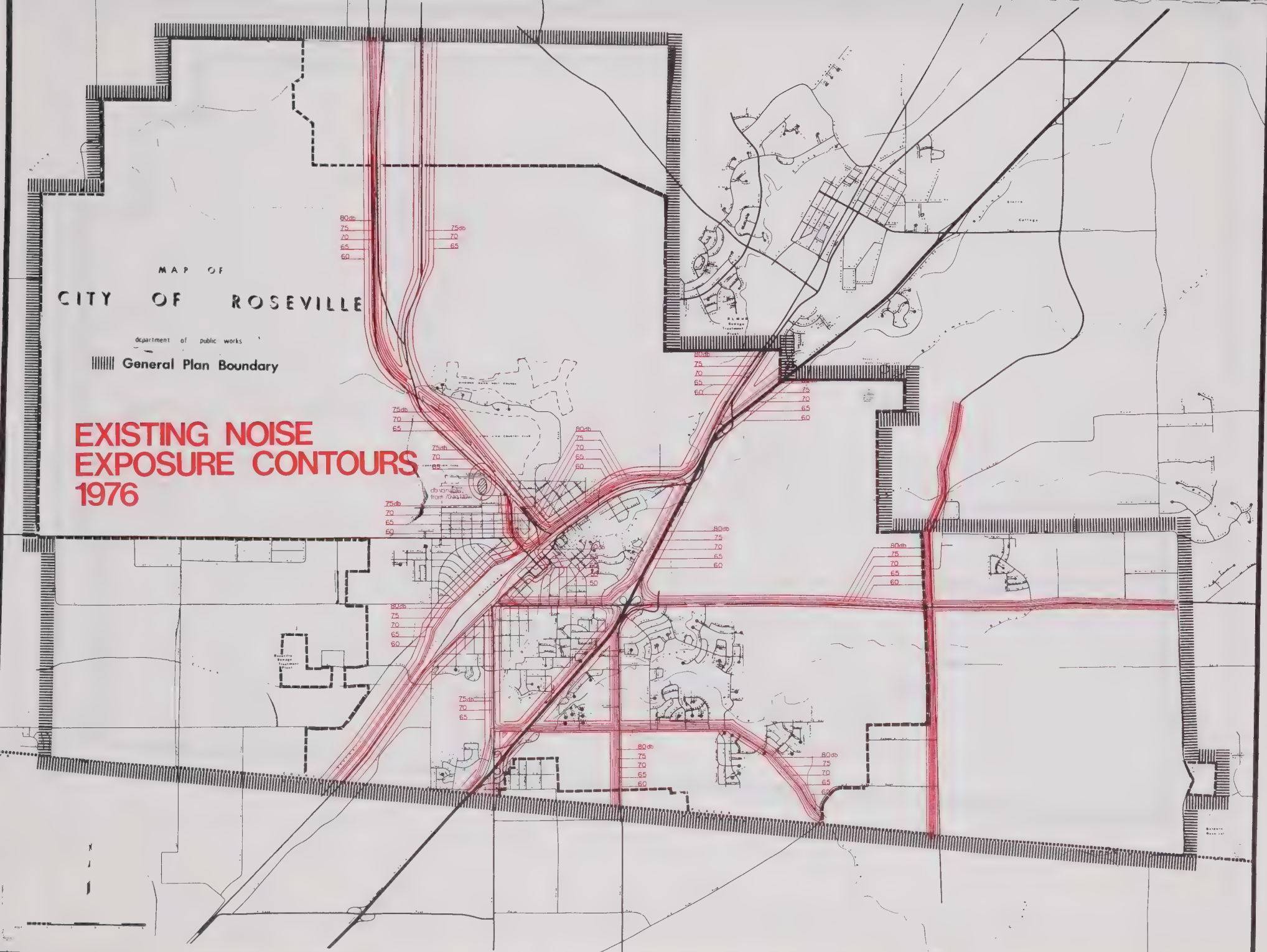
New construction or development should generally not be undertaken.

MAP OF  
CITY OF ROSEVILLE

department of public works

General Plan Boundary

EXISTING NOISE  
EXPOSURE CONTOURS  
1976



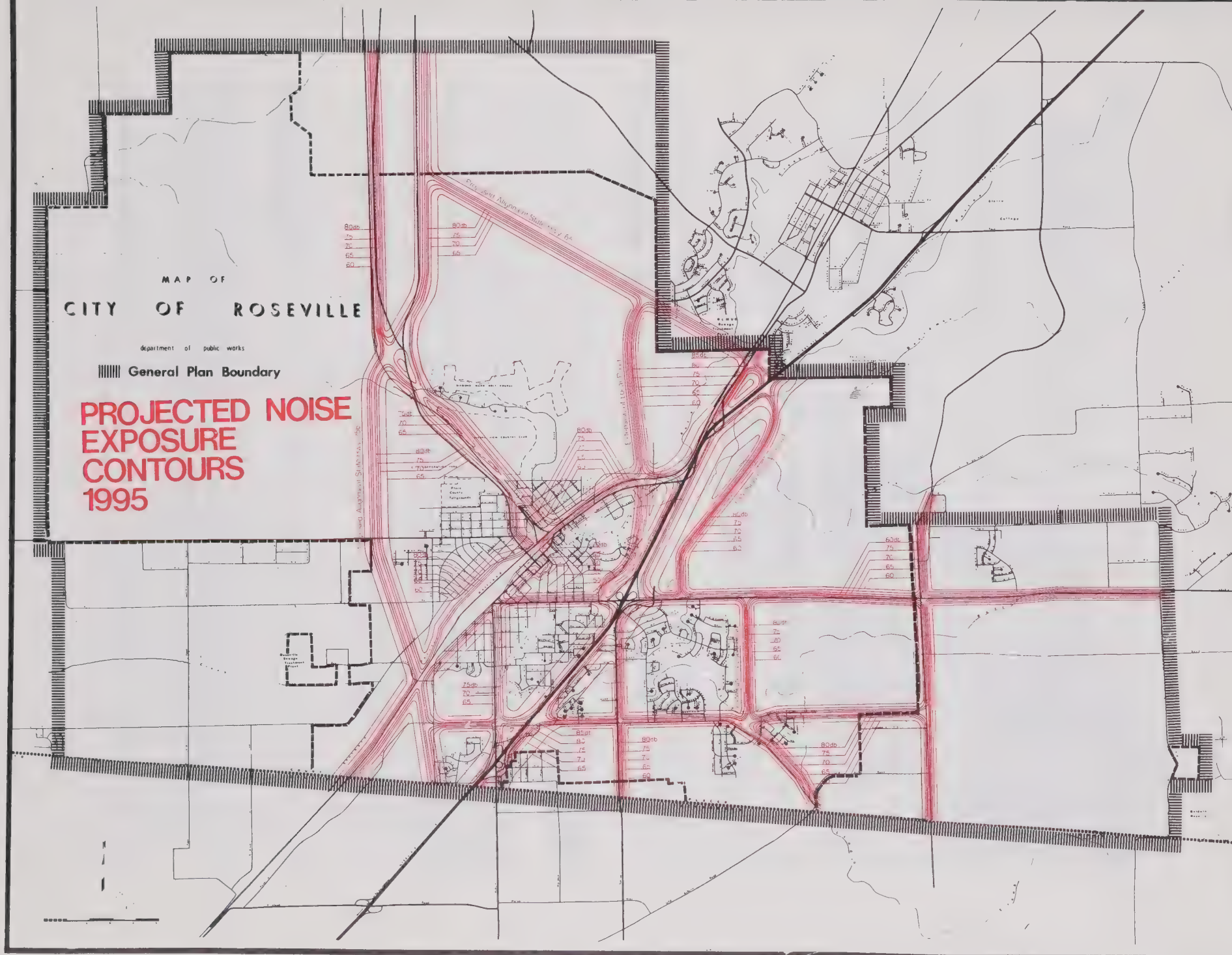




## MAP OF

**General Plan Boundary**

# PROJECTED NOISE EXPOSURE CONTOURS 1995





## **Policies**

In order to maintain a high quality of community life by eliminating or reducing to a minimum unnecessary or unwanted noise, the following policies should be adopted:

1. Provide a guide that relates acceptable noise levels to type of land use.
2. Provide a land use plan that considers proper noise levels between the various land uses.
3. Provide flexibility in the use of the various techniques that are necessary to meet acceptable noise levels.
4. Adopt enforceable noise standards for all land uses.
5. Support legislative efforts directed at source control of noise emissions.
6. Encourage State and Federal agencies to enforce and implement existing noise emission standards.

## **Action Plan**

To implement the policies of this element, the following action plans should be adopted:

1. Adopt and utilize the land use compatibility chart for determining acceptable noise levels for new development.
2. Update the existing Noise Ordinance to insure that it reflects the most up-to-date legal and technological noise reduction capabilities available.
3. Incorporate standards adopted in the Noise Ordinance into the Zoning Ordinance as performance standards.
4. The City should monitor and encourage State and Federal noise legislation which requires increased noise emission controls and supports the development of new devices designed to reduce noise from autos, railroads, aircraft and industrial or commercial facilities.
5. The City shall determine the methods to be used for noise attenuation for all new projects whether public or private.



## **SEISMIC SAFETY ELEMENT**

### **Purpose and Scope**

The purpose of this Seismic Safety Element is to increase the ability of the City of Roseville to mitigate the impacts of a seismic event should one ever occur.

This element assesses the likelihood of a seismic or related event within or near the City, and purpose specific goals, policies and an action plan designed to reduce the loss of life, injuries, property damage and social and economic dislocation which might result from such an event. Proposals are made within the context of economic feasibility and the likely severity of a seismic event within or near the City.

### **Findings**

The danger of an earthquake originating within the City is very remote, but the possibility does exist that the City might experience damage from groundshaking from an earthquake centered elsewhere. No earthquake has originated within a 40-mile radius of the City within the past 100 years (although a century is a brief period in terms of geologic time). Also, no known active faults are located in or near the City, and the City is

classified in the "Low Severity Zone" in the State of California's "Maximum Expectable Earthquake Intensity" classification system. This means that a quake felt in Roseville probably would cause only minor to moderate damage. On the other hand, the Uniform Building Code of the International Conference of Building Officials classifies the entire State of California as a zone in which major damage from earthquake is possible. Seismic studies are now being conducted for the nearby Auburn Dam, the results of which can be incorporated into the document at a future date.

The City's geographic location, its soil conditions and surface terrain virtually preclude major damage from landslides, tsunamis, seiches, subsidence, liquefaction and other geologic hazards which may be triggered by seismic activity to other related natural forces.

The major geologic threat to life and property in Roseville -- other than flooding -- is posed by ground motion generated by an earthquake originating some distance from the City. Groundshaking from a nearby earthquake of sufficient intensity could cause structural damage or even cause the collapse of some buildings. Falling masonry, broken glass and other debris could injure or kill occupants of a building or passersby. Electrical, gas and water lines could be disrupted, creating additional hazards and complicating the problems of post-quake rehabilitation. The Action Plan of this element is geared to minimizing the possible adverse effects of such groundshaking.

In summary, the likelihood of a major seismic event within the City is quite small; however, such an occurrence cannot and should not be ruled out.

## **Policies**

It is the policy of the City of Roseville to:

1. Insure that future land uses are compatible with the goal and policies of this element.
2. Insure that future development is designed and sited in a way which will reduce any potential seismic hazard to an "acceptable level of risk" as defined in the Technical Addendum of this element. A registered geologist should be consulted, as necessary, during the actual siting of specific projects.
3. Utilize all available seismic safety data to review and evaluate all proposed projects.



4. Reduce the potential danger posed by existing land uses and buildings to an "acceptable level of risk" through appropriate mitigation measures.
5. Continue to study and evaluate all potential faults in the Roseville area. Any fault which is found to be "active" should be defined in the Technical Addendum of this element.
6. Fully comply with State seismic safety standards for public schools, hospitals and all public buildings.
7. Respect environmental and aesthetic considerations in determining appropriate solutions to seismic hazards.
8. Consider public and private costs of reducing and/or eliminating seismic hazards in mitigation programs.
9. Periodically update the Roseville Emergency Plan to insure its adequacy for dealing with seismic events and other natural disasters.
10. Amend other elements of this General Plan to conform to this element.
11. Seismic studies, prepared for the Auburn Dam project, should be incorporated as a part of this document.

## **Action Plan**

To effectively implement the policies of this element, the City of Roseville should take the following actions:

1. Conduct a preliminary visual survey of all older buildings and high-rise buildings to determine their susceptibility of seismic damage. Where necessary and feasible, and Public Works Department should conduct a more thorough structural inspection and analysis to determine a building's capacity to resist earthquakes.
2. Continue rigorous enforcement of the Uniform Building Code.
3. Adopt a parapet ordinance to remove or strengthen poorly anchored parapets, signs, and other architectural detailing in conformance with Section 023 of the Uniform Building Code. However, special consideration should be given to historic or especially aesthetic ornamentation through the granting of variances or other special means.
4. Adopt seismic safety standards for all new construction as specified in the Uniform Building Code, Chapter 23, and especially Section 2314.



5. Adopt special earthquake standards for private schools which are in conformance with the Uniform Building Code and the California Code sections cited in the "Relevant Legislation" section of the Technical Addendum to this element.
6. Prepare and periodically update educational materials which explain the emergency preparedness, response and rehabilitation procedures available to the public.
7. Review and update, as necessary, the City of Roseville Emergency Plan of 1973, to insure its adequacy for dealing with a major seismic event.
8. Periodically update this element to reflect new data and mitigation techniques.

For a further discussion of the effectiveness of these implementation measures, please see the Seismic Safety Element - Technical Addendum.



# **GENERAL SAFETY ELEMENT**

## **Purpose and Scope**

The intent of this General Safety Element is to emphasize the importance of incorporating general safety considerations into the planning process. This element establishes policies and an action plan, intended to reduce loss of life, injuries, damage to property, and social and economic dislocation resulting from hazardous occurrences. To insure a level of acceptance risk (defined as the level of risk below which no specific action by local government is deemed necessary), in areas subject to hazardous activities, protective standards and criteria have been developed for the overall community. These standards and criteria relate the types and intensity of land use to:

1. Existing risk levels;
2. The effect of development upon those risk levels; and,
3. The availability of services and facilities to reduce risks.

Standards and criteria found in this element also aid in establishing policies and standards for other elements, specifically, land use, circulation and seismic safety.

General safety may be divided into four distinct areas for discussion:

1. Flooding
2. Geologic Hazards
3. Fire Prevention and Control
4. Public Safety

The first two areas, Flooding and Geologic Hazards, will be discussed individually in this element. Although Fire Prevention and Public Safety are also important aspects of General Safety, they are discussed only briefly in this element. These two areas of General Safety are discussed in greater detail in the Public Services Element of this General Plan due to their "service delivery" nature. However, it should be noted that the General Policies below do apply to all four areas of General Safety.

An additional area of concern relating to general safety is the development of major facilities outside of the Roseville Plan Area that has the potential of adversely affecting the local community. Such facilities would include the Rancho Seco nuclear power plant, the proposed Auburn Dam, and the major industrial area north of the City limits. Since Roseville has little influence over the siting of such facilities, inclusion in this element is primarily for public information purposes.

## **Findings**

### **1. FLOODING**

Flooding continues to be a significant potential hazard to the general safety of the Roseville area. Floods are most likely to occur during the months of October through May when the City received most of its rainfall.

Flooding has occurred sixteen times in Roseville since 1937, primarily in areas along Dry, Antelope, Cirby, North Cirby, and Linda Creeks. Floodplain limits for these areas have been mapped, and it is projected that flooding will occur every 2 or 3 years.

Past floods in Roseville have resulted in property damage due to inundation of the floodplains. To minimize future flood damage, the City of Roseville has adopted a flooding ordinance based on the comprehensive study done by the Army Corps. This ordinance is intended to prevent the development of incompatible uses in floodplains.



Various factors which will affect future flooding and the two major types of flooding which occur in Roseville are discussed in the Technical Addendum.

## 2. GEOLOGIC HAZARDS

The Roseville area has moderately stable geologic conditions and potential damages resulting from geologic occurrences are minimal. Erosion and subsidence present very minor problems to land development within the City. Potential hazards posed by either condition can be mitigated when land developments are first reviewed.

Expansive soils present only a slight potential problem in select areas of the City. These problems can be easily mitigated at the time subdivision proposals are reviewed and by applying existing City ordinances.

# Specific Policies

## 1. FLOODING

It is the policy of the City of Roseville to:

- a. Provide accurate flood warning and forecasting information to community residents.
- b. Maintain accurate flood fighting and emergency evacuation plans.
- c. Reduce floatable material in floodplain areas.
- d. Use the concept of floodway zoning to restrict development in areas which are susceptible to flooding.
- e. Provide appropriate facilities for reducing the likelihood of flooding in all parts of the community through such means as retention ponds and enlarged culverts.

## 2. GEOLOGIC HAZARDS

It is the policy of the City of Roseville to:

- a. Identify areas having erosion, subsidence, or expansive soil problems.



- b. Continue to mitigate the potential impacts of geologic hazards through subdivision reviews and building permit inspections.
- c. Minimize soil problems by maintaining compatible land use and suitable building designs and construction techniques.

## **Action Plans**

### **1. FLOODING**

To minimize the adverse impacts of flooding, the City of Roseville should take the following actions:

- a. Apply criteria and restrictions in the floodplain ordinance to proposed land uses.
- b. Maintain accurate flood data at a central information center in the Department of Public Works.
- c. Remove or alter all structures which are obstructions to water flow in the floodway and floodway fringe areas.
- d. Review and update this element as necessary.

### **2. GEOLOGIC HAZARDS**

To minimize the potential adverse impacts from geologic hazards, the City of Roseville should implement the following actions:

- a. Maintain, in the Planning Department, accurate records and maps of existing and potential geologic hazards.
- b. Continue to consider geologic conditions during subdivision reviews.
- c. Continue to mitigate expansive soil problems through appropriate construction practices.
- d. Adopt a grading ordinance designed to prevent soil-related problems.
- e. Review and update this element as necessary.

For a further discussion of the effectiveness of these implementation measures, please see the General Safety Element -- Technical Addendum.

79 00697

U.C. BERKELEY LIBRARIES



C123310617

INSTITUTE OF GOVERNMENTAL  
STUDIES LIBRARY

SEP 30 2024

UNIVERSITY OF CALIFORNIA

The preparation of this report was financed in part by a grant from the Department of Housing and Urban Development, under section 701 of the Housing Act of 1964 and administered through the Integrated Grant Administration.

